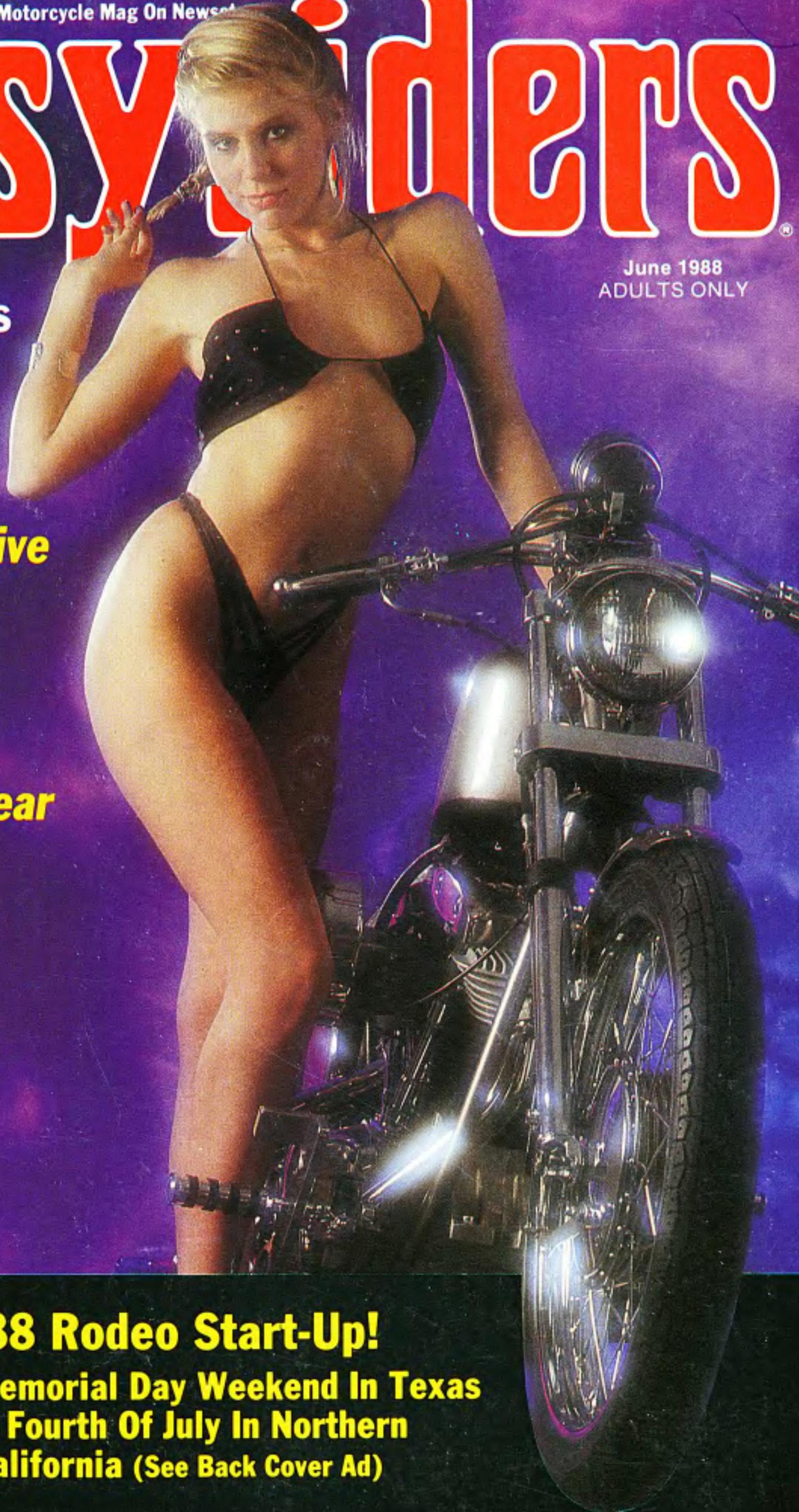
$100,000 SWEEPSTAKES (See page 18)

Easyriders 180

Largest-Selling Motorcycle Mag On Newst

Easyriders

June 1988
ADULTS ONLY



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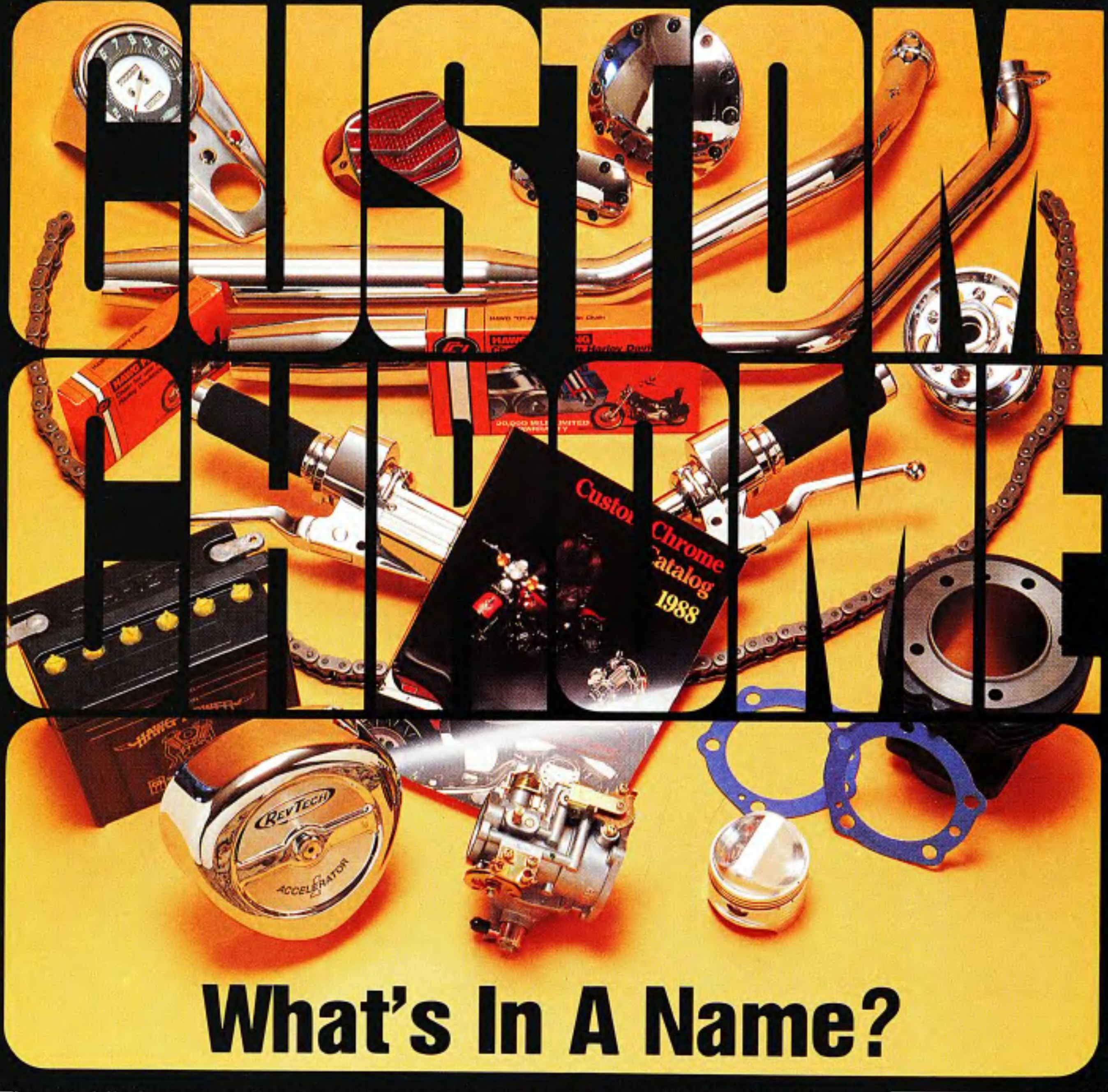
'88 Rodeo Start-Up!

Memorial Day Weekend In Texas & Fourth Of July In Northern California (See Back Cover Ad)



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Easyriders

NUMBER 180 | ENTERTAINMENT FOR ADULT BIKERS | JUNE 1988

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Buy American
Printed in the U.S.A.

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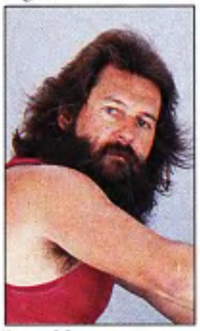

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Easyriders magazine ISSN 0046-0990 **Number 180, June 1988.** Vol. 18. **Easyriders** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301. (818) 889-8740. **Editorial mailing address** is Box 3000, Agoura Hills, CA 91301. (818) 889-8740. Second Class Postage paid at Agoura Hills, California 91301 and at additional offices.

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Cover, gatefold, and feature photography of Fox Hunt winner Erin and George Ferguson's outstanding shovelhead was done by Mike, with makeup assistançe by Cindy Louise.

The Most Advanced Cam for Harleys Was Only A Beginning...For Crane

Three Crane Cams For The Price Of One.

Last year, we introduced a revolutionary cam you could advance or retard 4° from the standard setting. That timing shift means the Big Twin powerband could be raised or lowered 200–300 rpm: dialing in more power, exactly where you want it.

It's like having three cams for the price of one.

We did it by indexing all machining to a unique keyway in the gear and shaft. The result is the most precise timing anywhere and a press fit that will not slip, ever. Not only does the cam timing start out more precise, it stays that way... until you want to change it.

Proud and pleased with the result, we expanded our offering to include all Big Twins from 1948 to right now. Then, to make it easier to use any cam, we developed two new tools. Our Cam Installation Tool allows proper installation and removal of cams without taking out the pushrods, tappets or rockers. For precisely adjusting camshafts, the Crane Tune-A-Cam is quick and simple to use.

Revolutionary advances like these would have been enough for most companies.

But not Crane.

After taking a look at the engine, we realized we had pushed cam technology to the limit. Now we had to pull the rest of the valve train along too.

Automotive Technology For Hydraulic Lifters.

Hydraulics mean quieter operation and less vibration.

We used our automotive experience to create a new hydraulic lifter for Shovelheads that's more reliable, lighter, and doesn't pump up.

We built the lifter body shorter, and mated it to our new 3/8″ lightweight, longer adjustable pushrods. The result? A straighter angle from cam to rocker. Much more efficient. Drop them right in with no machining and you've got a kit that's stronger, lasts longer, and weighs 23% less than stock.

Simply, that's more horsepower and less hassle.

Not Everyone Wants Hydraulics.

We realize there are reasons to run solid, too. So we made a set of our 3/8″ pushrods to fit OEM solid lifters, a kit to convert old OEM hydraulics to a more reliable solid setup, and our own solid kit for Shovelheads that's 33% lighter than stock.

No matter how you want to run it, we can make it work better.

Crane Springs Into Your Head.

A spring is a spring, right? Wrong. If you can't count on your springs to move the valves properly, what you put before them doesn't much matter.

So we designed the highest quality performance valve springs you can get, along with lightweight titanium or steel retainers. With this final touch, you know you've got the most precise valve train you can get... for now. But stay tuned as we continue introducing new parts to improve your Harley.

That's Crane. Training Harley's valves to perform.

CRANE Cams

Available at CUSTOM CHROME Dealers Worldwide

As I was reading a motorcycle dealer publication (you know—those rags that push ATVs and helmets, as well as other Jap crap), this particular issue had an article on how to sell helmets. One of the paragraphs sort of tells it all. It said, "Display helmets above a carpeted floor to protect against damage in the event that they are dropped." So much for helmets protecting your head.

I got a lot of flak when I wrote an article a while back on how we could be protected from those guys who have AIDS. I said in the article that they should hack off their nuts and joints. Now I notice that castration is a cure for AIDS! A Dr. Lee wrote in a recent science journal that experiments show that castration boosts the body's immune system, thus enabling it to fight the AIDS disease.

This guy printed some $20 bills and went out on the town to circulate them, but he got busted. It seems that he was colorblind and printed them in black-and-white.

This can happen only in New York. I don't know if he had blue suede shoes on or not, but someone stepped on his shoes. He got so irate that he went out to his car, came back with an Uzi machine gun, and shot the other dude in both legs.

Dipshit of the month: He stuck up a liquor store and was later nabbed while walking down the road nude—bareass naked. Seems the dipshit stripped all his clothes off to avoid being detected by the police.

Her ol' man's feet stank to high heaven and she felt his boots were contributing to the stench. So, being a good wife, she poured Drano in his boots! He lost a few toes on both feet, but the stench remained.

One day a guy went hunting some wild pigs. He caught them by removing the stones from apricots and replacing them with explosives that detonated when the pigs bit into them.

Here's a new way to kill yourself. He was in his own apartment at about 4:30 p.m. when he cut off his right foot with a pocketknife. After cutting it off, he proceeded to go into his living room, one way or another, where he cut off his right hand. It seems he was dropping a lot of sleeping pills while drinking whiskey, and he sat around so long without his hand and foot that he bled to death.

He was always telling his girlfriend how pretty another woman's hair was. He thought it was a really beautiful brown color. He mentioned it so many times that his girlfriend got pissed and went out and shaved the other woman's head. The capper is that her boyfriend then dumped her and moved in with the baldheaded woman.

In 1895 there were only two cars in the entire state of Ohio. Would you believe it? They had a collision.

It seems that a giant lizard walked into the courtroom. While the bailiff tried to kill the lizard, 20 defendants escaped.

A guy got real drunk while playing poker. He ran out of bucks, bet his wife, and lost! When he took his buddy home, he informed his wife that he had lost her in a poker game and she should get dressed, as his buddy wanted her right now. She screamed, jumped out of the window, and he hasn't seen her since. Poor loser.

She preferred death to divorce – her husband's death. So she strangled her blubbering husband with a belt but found that her 105-pound weight couldn't handle the dead weight of a 235-pound guy. So she decided to slice him up with a hedge trimmer and a butcher knife but found she wasn't even strong enough to do that. Then she torched him in the fireplace and almost set fire to herself as well as the house. Finally, out of desperation, she called the cops and said she'd killed her husband and would they come and get him? (Women can be mean at times.)

TAKING IT EASY

By Spider

Easyriders

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WORDMONGER

Desperately Needs Help!

☐ If anyone at the Flemington, N.J., *Easyriders* Rodeo in July 1987 was taking videos of the Red Hot Rod Roadster, we would very much appreciate hearing from you. Those pictures were the last taken of our son Robert alive. Soon after, he was killed in an automobile accident in that car.

We would really love to have anything in video or still photographs that anyone may have taken. We know videos were taken, as we've been told so by other people who saw them being taken. If you were there or have any pictures, etc., for us in the memory of our 21-year-old son, please write or call. We will pay whatever you need to cover your expenses.

Robert Seckrettar family
R.D. 1, Box 523
Ringoes, NJ 08551
Phone:
(201) 782-1315 (collect)

Needs Album

☐ Help! I fucked up and lost a 16-year-old album of my sister's that she got as a gift from her late husband. She wants another and I can't find it anywhere. It was by Mason Proffit, with songs on it titled "Last Night I Had The Strangest Dream" and "Eugene Pratt." I am willing to buy the album or a tape of it. Anyone out there who can help, please let me know.

Mike (Goul) Ritt
4809 Massey Sta. Rd.
Dubuque, IA 52001
(319) 583-7905

A Topper

☐ A friend of mine recently acquired a 1964 Harley Topper scooter. He would like to restore it and fix it up mechanically. It doesn't run at this time. The problem is that he can't find any info or repair manuals. Any help or info would be greatly appreciated.

Bob Freidhoff
1118 Scalp Ave. - #C
Johnstown, PA 15904

■ Maybe one of our readers knows.

Thanks

☐ First, I want to publicly thank the whole *Easyriders* staff for the great job you did on the "Reader's Ride" feature of my bike (March '88).

Second, I would like to thank my fellow readers for the calls and letters I have received regarding the feature. It's nice to know that your peers appreciate the work that you've done.

Terry "Apple" Shaw
Zanesville, Ohio

Sportster Info

☐ Since the 883 Sportster is Harley's biggest seller, I'm writing to inform the owners of a much-needed item.

I own a 1987 XLH 883 and am quite happy with it. Sure, it has its shortcomings — like the limited cruising range and top end power. But I installed H-D turn-out mufflers for less than 90 bucks. Not only do I get 30 more miles to a tankful, but it has better pickup and a more respectable top end (these mufflers are not legal in California).

Also, it actually sounds more like a Harley-Davidson.

Joey Scribner
Las Vegas, Nev.

For His Son

☐ I need to find out where I can order some parts for a 125cc Harley (1972).

I am fixing it up for my son and need some cables. I need to find a dealer who carries parts for the older, smaller Harleys.

If someone knows where I can get some parts, please let me hear from you.

Bennie
Rt. 2, Box 670
Manchester, KY 40962

Touring Europe

☐ I would like to hear from anyone out there who has toured Europe on a scoot. I need to find out the best way to ship my bike, approximately what it will cost, etc. Do they inspect the bike? If so, what are their specs., etc.? What are places that are a must to see and places to stay clear of?

I have spent six years in Germany as a military dependent, so I have some knowledge of the lingo. Also, if there is anyone who would be interested in going along on this trip, you are more than welcome to write. The planned date of departure is late spring of 1989.

E-Z Red Rider
Box 43
Mill City, OR 97360

Indian Airplane

☐ I thoroughly enjoyed your March issue, especially the article "Old Motorcycle Engines Never Die" on page 44.

The Indian Motorcycle company did, indeed, make an airplane engine. There was one at the Baton Rouge Airport (1938-1939) on a little, red, one-seater biplane, mounted backwards atop the upper wing. It was a "pusher" and was built from a kit. I flew it twice — it was definitely not a stunt plane.

In 1937 at the Shreveport Air Show, I saw two Henderson engines, one a "pusher" and one conventional — I didn't fly either of those.

I now fly a Harley 883. I plan to make all the big bashes and blowouts in 1988. Would like to make a Vietnam Vet Rally — if an old WWII vet is welcome.

"Uncle" Billy Grout
Walker, La.

Northbound

☐ W/m, 25, tall, single, soldier, mechanic, patchholder. Planning a short vacation in southern Sweden and Norway the summer of '88. Need information on laws, food, places to stay and party. Would like to hear from brothers and sisters. All letters answered.

"Big Ben" Boone
Americans MC
HHC 2/70th ARMOR BN
APO NY 09066

Coming Here

☐ I'd like to enlist the help of your readers. We (my ol' lady and I) are going to the States in August, beginning in Sturgis, where we'll stay the week and then travel down through

South Dakota, Wyoming, Idaho, Utah, Arizona, Nevada, and California, ending our trip in Los Angeles.

What we need is info on places to see, to party, to sleep, etc. I'll see you all in Sturgis. Your info is welcome at the following address:

Mario Aandewiel
Adm. de Ruyterweg 112
1056 GR Amsterdam
Netherlands

Best Issue Yet

☐ The March issue is the best issue you guys have put out in a long time! How did you manage to get so much good stuff together all at one time? I'm impressed to the point that I just had to write and say "good job."

"The Lady and The Tramp" from Carla W. Smith was one of the best stories I've read in a while. She deserves special recognition. The ol' lady cried when she read it and I got a little choked up myself. Not many stories do that. Thanks, Carla.

All I can say about Suds-Head Sheila is More! More! More! In my opinion, she should be Ol' Lady of the Known Universe Since Man Started Measuring Time. If you guys don't agree, just send her to me. I'll give her the appreciation she deserves!

Mad Mac
APO San Francisco

Trump

☐ I was wondering if you could help me out. I recently purchased a 1978 Triumph Bonneville 750. It's in good shape and has about 16,500 miles on it. Here's my question: Here in the Midwest, I paid $1,000 for this bike. Someone told me that on the West Coast I could get two or three thousand for it. Is this at all true, or were they just full of shit?

P. Thoresen
Waterloo, Iowa

■ It's a great bike, but I doubt if you could get that much. The Harley freaks around here don't know anything about Triumphs.

Harley Club of Amsterdam

☐ This past November I was in Amsterdam (the Netherlands) and looked in the directory to see if there was an H-D dealer in town. Didn't find one, but listed was the Harley-Davidson Club Amsterdam, so I called and explained that I was an American rider just visiting (sans ride) and was wondering about the action there.

I was invited to visit their clubhouse, given directions, and on arrival was treated royally: drinks, patches, decals, and an opportunity to view some real finely restored vintage H-Ds (a collector's dream).

A multistoried building, complete with a member bar, inside parking, and garage workshop area, serves as their clubhouse. I was only there a short time, but the bros and sisters I met were righteous. How could anyone who papers the inside of the urinals with rice burner ads not be?

Hog Van
Pensacola, Fla.

Help!

☐ My ol' man and I are both in the U.S. Air Force, stationed at Clark AB, Philippines. Picked up the January issue of your mag from the post office and found the spread on the Indian — I fell in love! Then, a few weeks later, I found a '48 Chief for sale and was ready to buy it sight unseen. But when we saw it, well, we had second thoughts. Wasn't much to look at: a frame, a gas tank, and the rest in boxes. But we bought it anyway.

Now we're looking for all the help we can get to put it together again. We'd love to restore it to as original condition as possible. Anyone with any info on parts, manuals, or helpful advice, please drop us a line.

Mindy LeCates
PSC 1, Box 4938
APO San Francisco
CA 96286

David Allan Coe

☐ In response to Bandit (September '87) and Seadog (January '88), if you want the David Allan Coe album *Nothing Sacred*, here's how you can get it. Just write: David Allan Coe, Box 152, Eldon, MO 65026.

Mark (Tick) Tuecke
Guttenberg, Iowa

Tech Tip

☐ Thank you for Angel Braid (page 62, February '88).

Angel, or mystery, braiding shortens your leather strap, causing a fold in the underlying leather (see boot instep in your picture) that can be corrected by soaking the braid in tepid water for 20 minutes and stretching to original length. Buckle the strap and place eight layers of plain newspaper between it and the instep and let it almost dry. Temperature and humidity determine drying time — it could take up to a day. Apply neat's-foot oil and enjoy!

Pandora's Box
Richmond, Va.

Free Issues

☐ I have 22 back issues that are looking for a good home. These issues range from fair to good condition. I'll let them go for the cost of postage (the local heat doesn't want us to have any fun).

For more information, send a stamped, self-addressed envelope.

Steven Aleo #077617
Cross City Corr. Inst.
P.O. Box 1500, Box 631
Cross City, FL 32628

Simplex

☐ In response to Charles Monteith's letter in the April '88 issue, here's a source for a tire for his Simplex:

Coker Tire
1317 Chestnut St.
Box 72554
Chattanooga, TN 37407
(800) 251-6336
Telex: 558317

They have the largest selection of antique motorcycle tire sizes in the world.

Darrel Kuhse
Oxnard, Calif.

Brooks Leather

☐ If Brooks Leather's position on helmet laws is to remain neutral, then I guess their position on freedom is the same.

David Duncan
Greenwell Springs, La.

Likes Fiction

☐ I just finished reading "Storm A-Comin'" by Preacher Man in your March '88 issue and would like to say that I thought it was a really great piece of writing.

My congrats to Preacher Man for a groovy story with an ending that left me with something really good to think about. Keep up the good work.

Ilene "Eye" Brockett
Norfolk, Va.

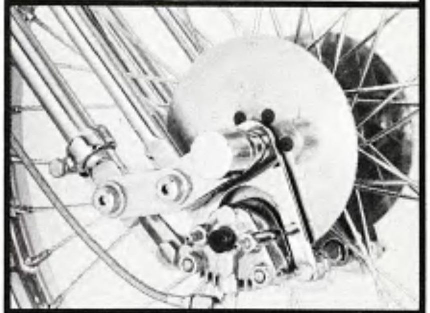
A Knockout

☐ I'm writing to tell you that Reda (February '88), the knockout from Waco, is one of the finest-lookin' bitches ever to be photographed in

APR

Reintroduction of an old favorite as seen in recent Bike Features of *Easyriders*

Single Disc $290
Dual Disc $370



17" - 21" complete kit includes master cylinder, bearings, spacers, lines, fittings, and a cheap Jap tire.

***Super Stopper* rear wheel comes in 15", 16" & 18"**
$400 complete kit includes master cylinder, bearings, spacers, lines, fittings, and a cheap Jap tire.
Chrome package add $60

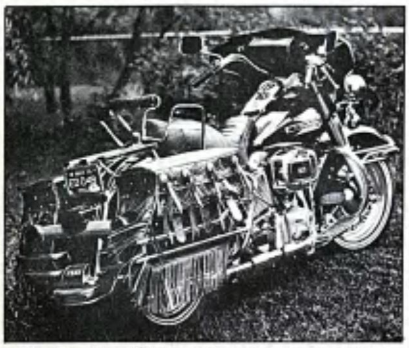
16" chrome rim, tire & tube $100
17" - 21" spool wheels, complete with tire, $75 cheap

APR Repair

635 S. Raymond #B
Fullerton, CA 92631
(714) 447-3021
Never before noon, ever!

(Check out "Soybean Sportster" in the February '88 issue of *Easyriders*.)

Pac Kit Saddlebag Co.
1213 Corunna Ave.
Owosso, MI 48867
800-822-1804 **517-723-4746**
Ask your local dealer or order direct.
M.O., Cashiers Check
Takes 2 weeks - All bags in stock.



Big Bertha, 24½ x 13 x 7. Tough, black cowhide, chrome buckles, PVC insert, conchos. Neoprene back. Fits all except FLT. $485 for bags. Brackets extra. 1-yr. guarantee. Free mink oil.

37 Thro-Over Oily. Rough, Tough, Ready. Fits most all Harleys including '87 Softails, Low Riders, and FXs and '74s-'80s. Large 14½ x 12 x 6½. Lots of room. Eagle logo free. #1 tough bag $159.

326-Olly. 6x12x13½. Excellent for weekends. Super-nice fit $149. Glued, sewn & rivited. Holds 1 full case. Strong as a bull. Brown or black. With or without wings. Fits HD cycles and many foreign models.

NEW, will fit 883 and 1200 Sportster. Extra Nice, **$169.** Matching Tool Bag, **$29.95.**

Will fit FXR and XLR Sportster. Black or Brown. Looks Great! Special Built, **$159.** Matching Tool Bag, **$27.95.**

NEW Dresser fringe kit. Lots of leather 6-inch fringe, 12 chrome conchos. Fits Harley bag guard rails. Weatherproof. 12 spring clips, chrome trim. 1 pair **$89.95**

Send $2.00 for brochure.

your mag. I just hope that with the cash she received for posing, she will go for a new tattoo. The cock shooting jism on her left tit just don't get it.

Scribs
Las Vegas, Nev.

'Nam Patches

☐ To the brother who wanted the "Memory of" 'Nam patch, if you missed us in Sturgis last year, you can get the patch ($5) and many other pieces of POW-MIA memorabilia from the address below, or see one of us at Sturgis this year.

Veterans MC
Box 612
Spring Lake, NC 28390

Righteous Foxes

☐ I've been reading *Easyriders* for years and have a bitch. It's not with your mag, but with the thousands of prisoners who read each month's issue from front to back and have never said so much as "thank you" for the enjoyment you pack into each issue.

I work in this prison's library, and every day the first mag asked for is *Easyriders*. For myself and all those who haven't said it, "Thank you, *Easyriders*, for providing those of us stuck in the limbo of prison sentences with not only a great mag, often free of charge, but also righteous foxes like Leslie, featured in your February '88 issue."

Ron Sampson
Dannemora, N.Y.

Saw The Light

☐ Hey! Anyone from California, I'll be visiting your fair state in June of '88 and would like to know where the parties and watering holes are around Ontario. Would appreciate the info.

Amanda "Sting" Jenkins
655 Wisconsin St.
Eau Claire, WI 54701

Remembering 'Nam

☐ In response to the cat from Woodbridge, Virginia, inquiring about the 'Nam patch, I purchased one recently from Southern Scooter Supply, 5202 Ogeechee Road, Savannah, Georgia 31406. I'm certain a request for the patch would be followed up, as the owners, Marylou and Charlie, are decent folk.

The patch cost me five bucks, but $20 would not have kept me from buying it. My brother went to 'Nam on an airplane and returned in a fucking envelope. Thinking about him, I realize how often we do not fully appreciate what we have until it is gone.

Infinite thanks to all the bros who returned and infinite grief over those who did not.

Mad Max (the Road Warrior)
Myrtle Beach, S.C.

Wants Bike

☐ Any chance of your helping me out by printing this letter in your column?

I'm looking for a low mileage 1955 or 1956 FL or FLH (not FLE) foot-shift Hydra in 100 percent original unrestored condition. Funds are sitting in the bank waiting for the right machine.

Have owned two pans previously, so I know these beauties and I guarantee it will be carefully ridden and looked after.

Thanks a lot.

Rob Giannetto
c/o Smart Systems
31 Baldwin Street
Bristol BS1 1RG
England

Expensive Insurance

☐ In response to Insurance Blues (November '87), I'm also insured by American Interinsurance Exchange. After receiving my premium notice, I called my agent about the steep increase. He said it was because Harleys are stolen more frequently.

I told him that's fine for people who carry theft, but my policy includes only liability and passenger medical. What in hell has theft of Harleys got to do with liability insurance? They more or less said tough shit, boy. So I'm checking with other companies, but until I find a better one, I'll have to keep paying the high price of being a proud American Harley owner.

Rusty Lawson
Centralia, Mo.

Stayin' On

☐ In response to Marty "Moose" *(Another Do-Gooder* in the October '87 issue), I've gotta give ya credit for at least trying to be real about the issue, but for the life of me (and anyone who rides with me) I just can't see what all the kicking and screaming's about here.

It's true that our local lawmakers keep handing out the hype that lid laws are for our own good, and it may even follow that in some cases it's better to be safe than take unnecessary risks, but if we are to look at the issue at all, let's look at the real reason for the commotion. I mean, everyone's missing the point. The object is to stay on, isn't it? The few times I've had the misfortune to be "in the dirt," I've been lucky. Some of the reason for my being around today to write this is because of some fancy riding to avoid a nasty fall. You've got to be able to do things with your machine in a tight spot, or you're down for the count. Let's quit skirting the real issue here and maybe get some people together to sponsor some defensive riding techniques. Helmet or not, you can only go down so hard before you stay down for good.

Little Vic
Pomona, Calif.

☐ Sounds like Marty just got here, although he sparked a thought for me.

They say a picture is worth a thousand words. Perhaps a spread with words on how helmets cause deaths might open a lot of eyes.

Mellowbear
Bellingham, Wash.

☐ If there were no lid laws, people would still wear helmets by their own choice. That's freedom.

Dave and Buzz
Homestead, Fla.

Wants Respect

☐ In regard to "Woman Hater" in the September issue, a fine lady voiced her point, which comes down to the fact that she's only asking for respect, and I can understand that. However, to get respect, you must give respect, so how about getting off the last part where you call yourself Lady "Outlaw." You're stepping on my toes and many others.

Pistol Pete, 1%er
Starke, Fla.

Found

☐ While innocently perusing some issues of *Road & Track* from 1951, I happened to notice a Louis Kimzey as art director. Could this be the same Louis Kimzey now listed on the credit pages of both *Easyriders* and *American Rodder*? Not that I would lose any sleep over it, but the name seems too unusual to

be two separate people. Can you clear up this dilemma?

Cosmo
So. Elgin, Ill.

■ Lou started with *Road & Track* in August 1950 — just out of college.

Likes Centerspread

☐ David Mann has done it again, as usual. He has really surpassed himself this time. I may be a trifle late in writing, but what I'm talking about is the centerspread from the November issue (#173). It's the greatest artwork since "Ghostrider."

I went out and bought an extra issue so I could have another one.

Willard Begthol
Ottumwa, Iowa

Stay Away

☐ Man, just a short note to warn any Air Force scooter tramps headed to this rathole they call Moody AFB, Georgia. Due to a recent "We Care About You" campaign here, all sled jockeys are required to wear an international orange or yellow vest/jacket to get on base, beginning April 1, 1988. Whatdafuck! No telling what kind of protection they'll find for us next. Seems like somewhere I read something about "freedom" of choice . . .

O.C.
Valdosta, Ga.

Smile, Smile, Smile

☐ Dig it. I come home from work, pissed off 'cause I had to bust my ass on a Saturday. Go out to the mailbox and what's waitin' for me? Another bill? No, my new issue of *Easyriders*. Right then I start gettin' in a better mood. I grab a brew and pop in one of my favorite Dead tapes (Chula Vista 9/15/85), start pagin' through the rag, and come across "Dead Sled." Right-fuckin'-on! Keep up the Dead work and foxy Stella Blues. Nothin' left to do but smile, smile, smile.

Gratefully Deadicated Koko
Pensacola, Fla.

Helmet Hassle

☐ We have one hell of a fight going on up here in Washington. Our dear friend Ruth Fisher has introduced the helmet law again this year (HB 1468). She is the type who thinks that all bikes/bikers should be banished from America's highways. Fortunately, we have a strong network of brothers and sisters who write letters, make phone calls, and generally bug the shit out of our state officials.

Mrs. Fisher must have read the Hurt report and actually believed it. For those of you who haven't read the Hurt report, one of the highlights is: "Having tattoos is clearly associated with crashing on bikes. And the more tattoos the rider has, the more likely he/she is to crash." This is the kind of bullshit attitude we have in our state government.

We are compiling as much information as possible to form statistics to take to the capitol. We need all the help we can get. Thanks.

K.M. Kramer
Box 65 Hanson Loop Road
Pasco, WA 99301

A Believer

☐ All my life I've tried to find a group where I fit in. I'm 18 and have been everything from a nerd to a metalhead. But I've always been intrigued by bikers. The only thing is I thought a biker was some badass drug fiend who went around terrorizing little shitwater towns. Blame it on the media.

But thanks to your great rag, I've finally seen the light. For the past three months I've felt a part of something, a lifestyle I believe in. I've been in touch with some local ABATE bros, and I'm working toward getting my scoot.

Arlen Ford
Medford, Ore.

He's Drooling

☐ I'd give my treasured left nut for a night of sex with the angel in the top left corner of page 51 in the April '88 issue!

Mikey
Atlanta, Ga.

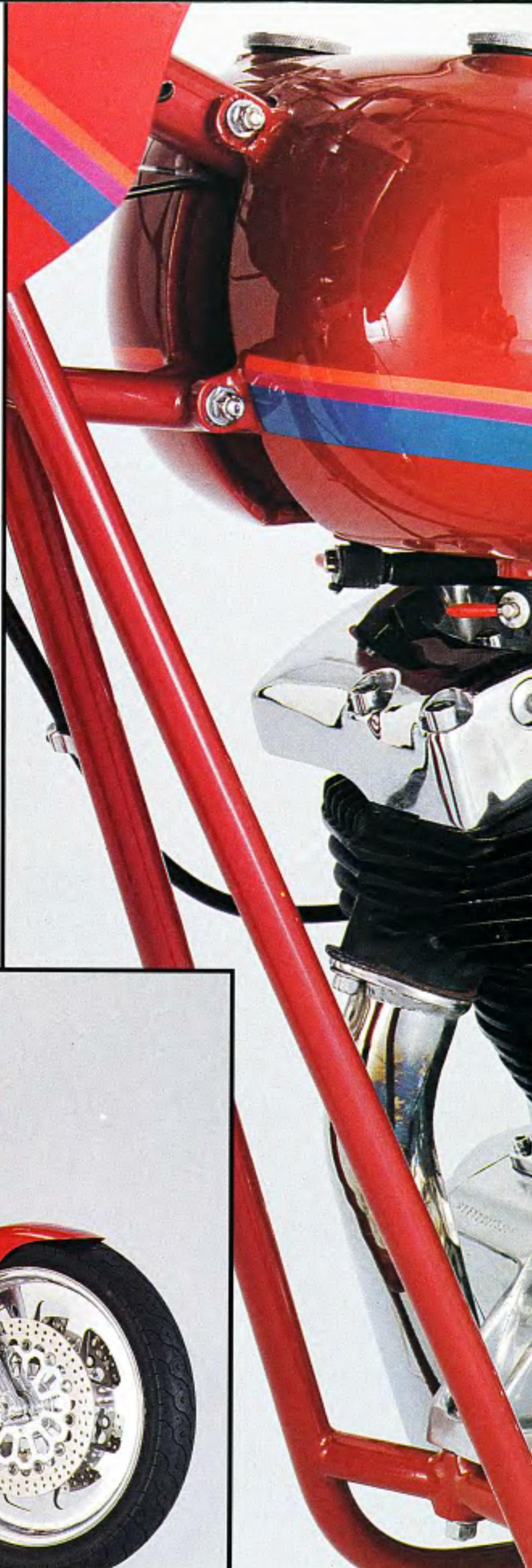
Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the — back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, **Easyriders,** ***Box 3000, Agoura Hills, California 91301.*** ■

IOWA SLIDER

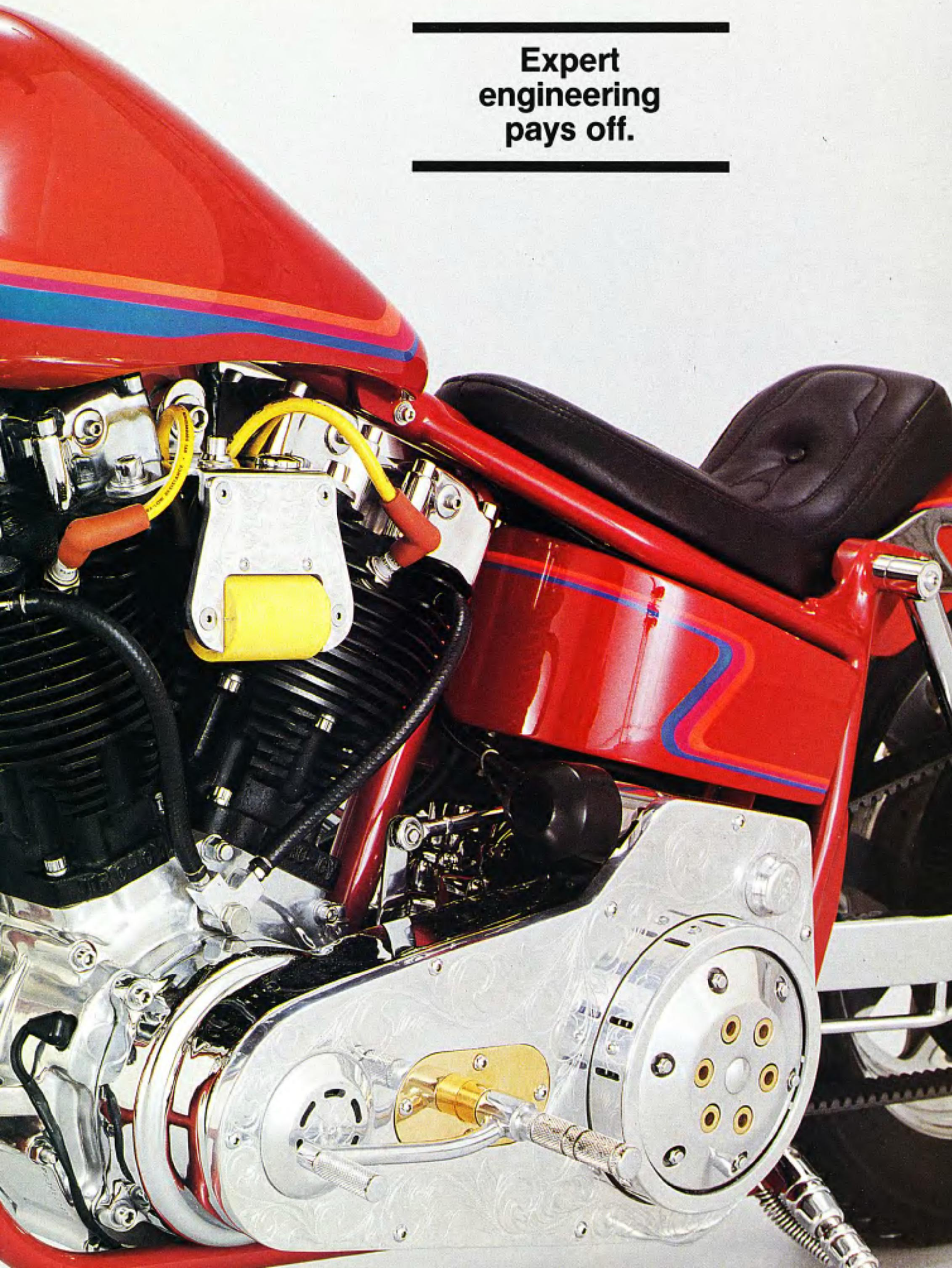
When you turn our pages and come across one of these too low, too sleek screamers, I know many of you wonder: Who the hell would want to ride that dainty dazzler? I, too, have often thought, "Nice bike, but no one could ride it, 'cept maybe a midget or a Hamster."

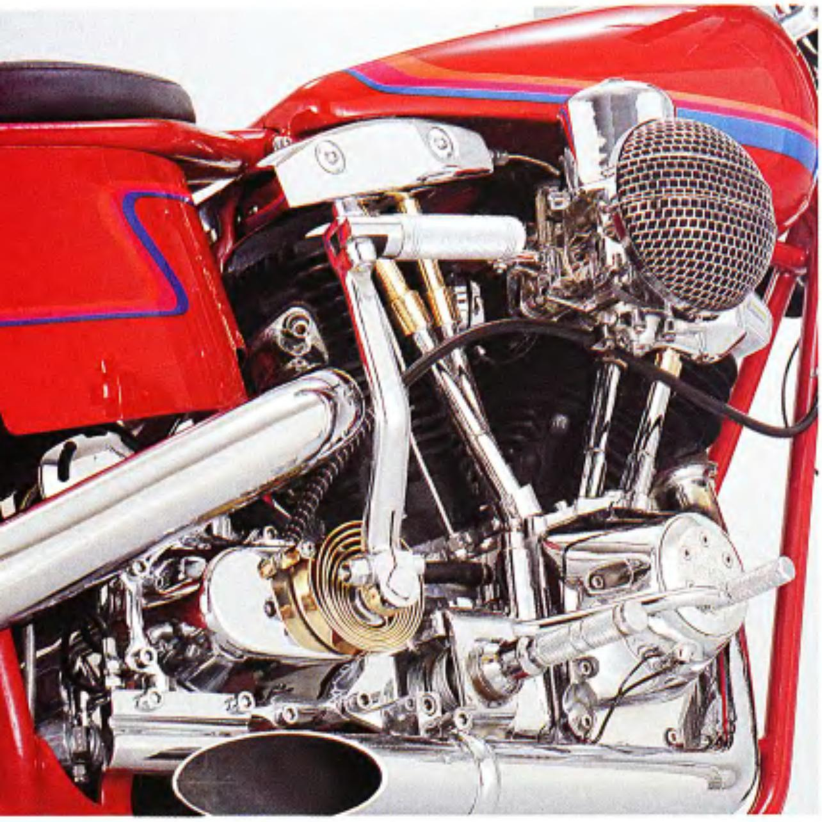
I always respect the fact that once again an American V-twin has been transformed into yet another sharp design, but my 6′ 4″ frame scoffs at the shape I'd hafta twist into in order to ride the sucker.

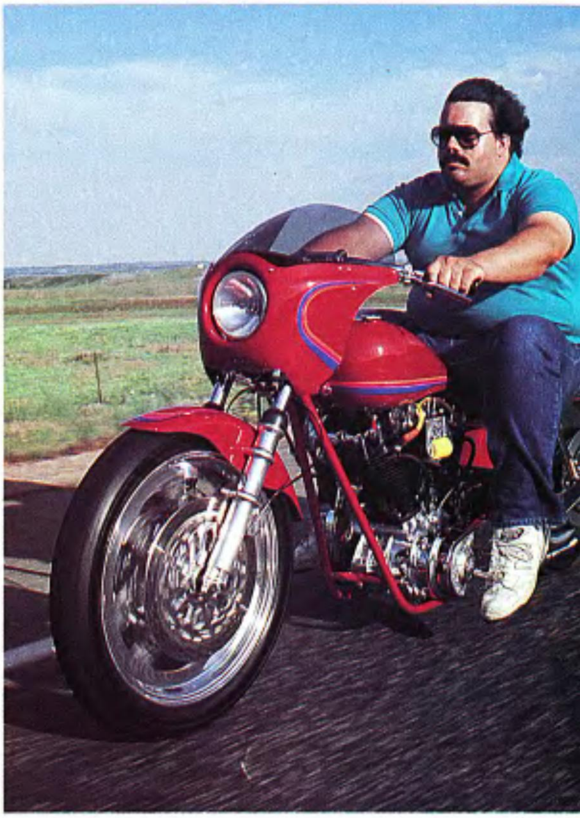
At last, an explanation. With this scooter, I finally got some insight into the intricate thinking that went into creating its style. Ya see, 31-year-old Rodney, a two-wheeled veteran of 17 years, is a machine-shop foreman who, along with his boss and members of the

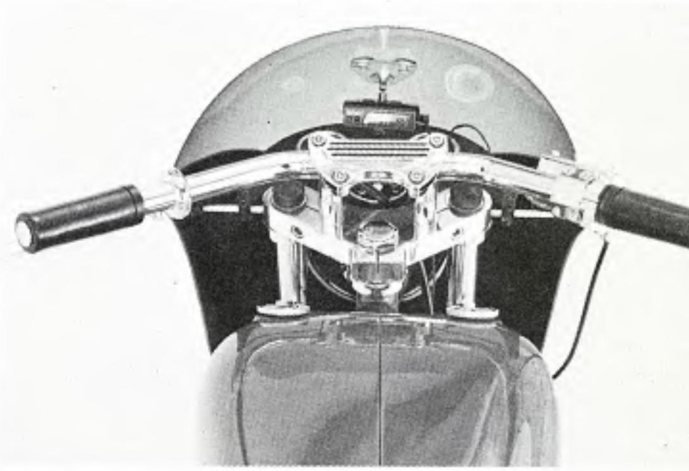


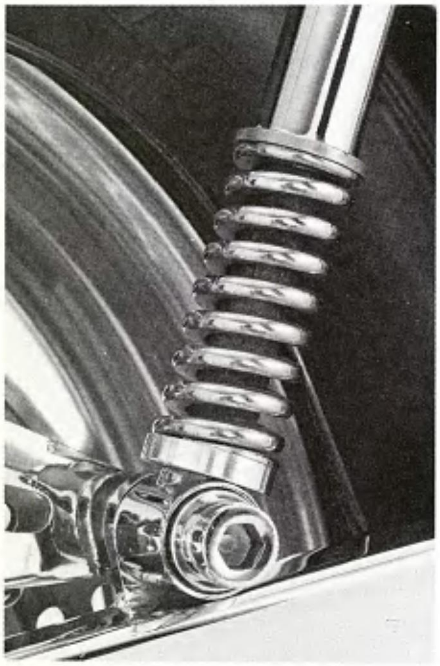
Expert engineering pays off.









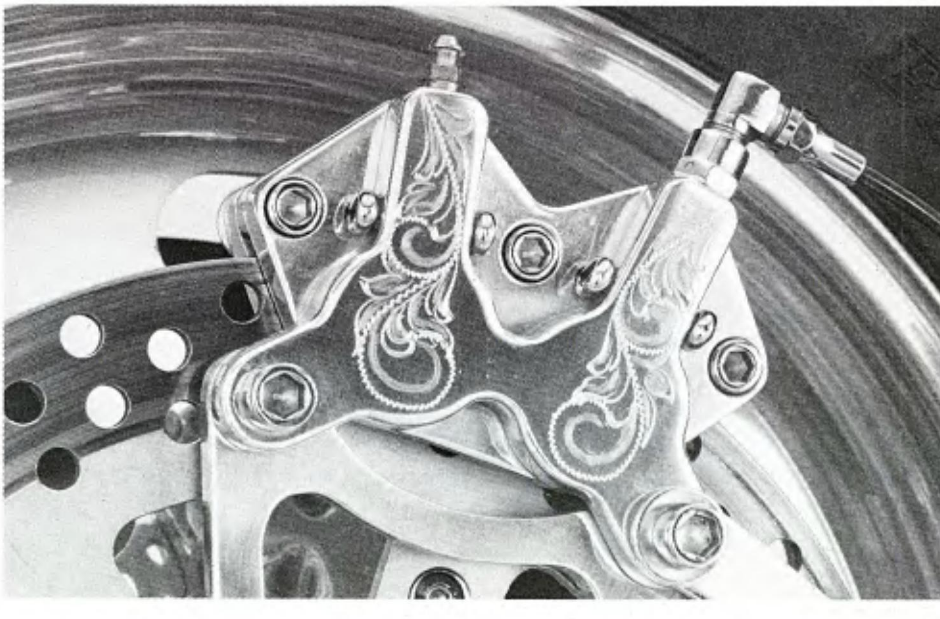


30-man machine shop, fabricated most of the goodies on this scooter, precisely designing and constructing each part.

Experts such as Arlin Fatland of 2-Wheelers and Don Hotop of Don's Speed and Custom lent their expertise, and Danny Gray was brought in specifically to design the seat. Finally, to tune the forks to performance perfection, Wun Hung Lo, a Swedish giant, was asked to travel a great distance to rebuild the front end.

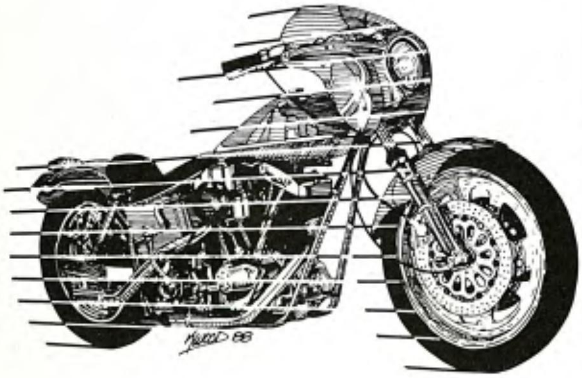
Some of the best in V-twin engineering talent helped create this special 105-inch design for 6'1" Rod Garrett to ride over the boring Iowa flatlands and up to many riverside saloons.

So with all this combined talent



Photos by Michael Lichter

Owner: Rod Garrett	**City:** Fort Madison, Iowa	
General	**Frame**	
Fabrication by: Industrial Fabricating	Year: none	
Year and make: 1983 H-D	Builder: Ness, Jim Davis	
Model: FXYZQ	Type: swinger	
Value: $12,000	Rake: 33 degrees	
Assembly by: owner	Stretch: 2 inches	
Time: one year	Other alterations: hand-built swingarm	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: K&N	
Year: 1983	Risers: CCI	
Model: shovelhead	Fender(s): Ness	
Rebuilder: Don Hotop	Headlight: CCI	
Ignition: points, Accel	Taillight: hand-built by owner	
Displacement: 105 cubic inches	Speedo: CCI	
Lower end: S&S, Don Hotop	Front pegs: owner	
Balancing: S&S	Rear pegs: none	
Pistons: Arias 3⅞ inch/Trock	Electrics: Don Hotop	
Cases: H-D	Gas tank: Ness, Larry Crabtree	
Heads: Manley SST, Leineweber	Oil tank: Ness	
Cam: Andrews "C"	Oil system: dripless	
Lifters: panhead	Primary cover: owner	
Carb(s): Rivera SU 2-inch	Seat: Danny Gray	
Air cleaner: yes	Sissybar: not for sissies	
Pipes: drag	Height: n/a	
Muffler(s): none	Material: n/a	
Transmission	**Forks**	
Modifications: CCI gears	Type: Red Wing	
Year: 1983	Extension: are you serious?	
Shifting: foot	Builder: Wun Hung Lo	
Engine sprocket: 24	Special features: polished	
Trans sprocket: tall	**Wheels**	
Wheel sprocket: Super Max	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Shane Stevens	Hub: machined	Hub: machined
Painter: Shane Stevens	Rim width: WM 2	Rim width: WM 6
Color: Fire Red	Tire: Dunlop	Tire: Dunlop
Type: lacquer	Brake: size 13	Brake: Perf. Mach.
Special paint: graphics		
Other special modifications: engraving by Rudy Pena. Special thanks to Larry, Don, Ziggy, Diana, and the Hamsters.		



and all this precision-engineering ability focused on one motorcycle, I assumed that the concept for such a machine was as solid as the men behind it. In Rodney's own words, he said the experience of riding his scooter "looks and feels like a monkey fuckin' a football."

Well, there you have it—precise reasoning from an articulate gentleman, a veteran of the sport.

I'm gonna go get a drink.

— Wilburn Roach

Motorcycle Mechanics Institute Announces Addition of Early Model Program to Harley-Davidson Technician Certification

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to Factory Certification for graduates of the course.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of an Early Model enthusiast program. The Early Model program which covers the restoration, repair, manufacture of parts, and machining skills for all models, will be available to those students beginning their programs on February 8, 1988 or later. If you want "factory straight" info on all Flathead, Knucklehead, Panhead, Shovelhead and Iron Sportsters this is the program for you.

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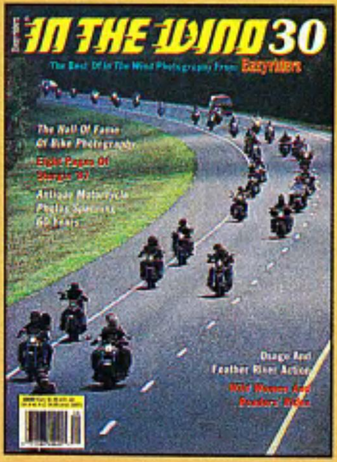

The All-New

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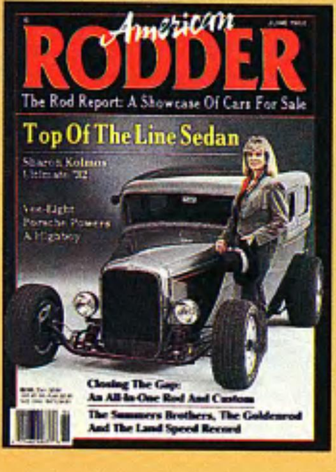

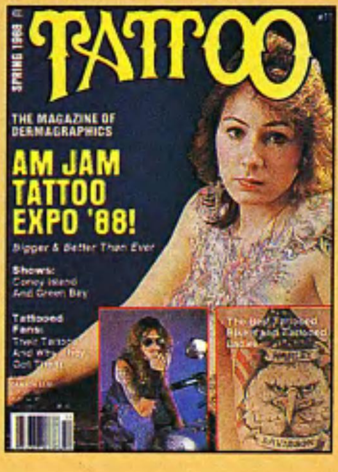

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THE BIKES OF HANFORD

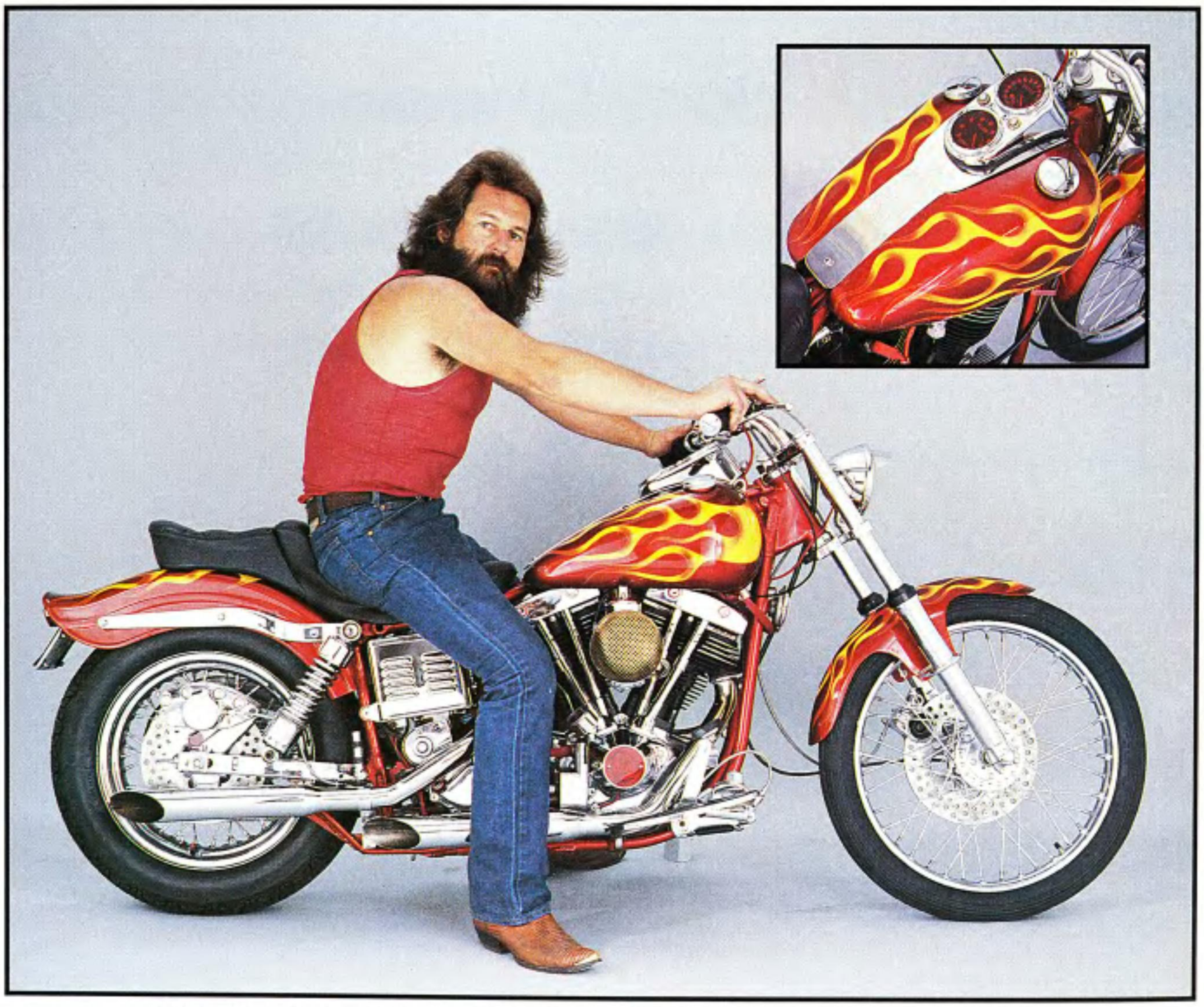
Each year as the sun blazes down on the riders rolling from all over the West into Hanford for the brotherhood and party at Bike Fest, a crew of staffers is setting up a full-on feature bike studio. The intention is to shoot the finest rolling stock as the brothers and sisters pull in their clutches and glide through the Bike Fest gates.

Over the past coupla years, we've accumulated several scooters from our days at Hanford. And since the heat and brews must have clouded the bros' photographic skills, we decided to group 'em together, instead of picking just one, to produce a sampling of the scooters that arrive each year to party at Bike Fest.

This year we'll set up the studio again, so if you're plannin' to bring the finest machine in the South Bay region or the states of Washington, Arizona, Nevada, etc., send me a shot of it, and I'll make sure the bros are awake, the studio is primed, and the cameras are ready to do a full-on bike feature of your scooter.

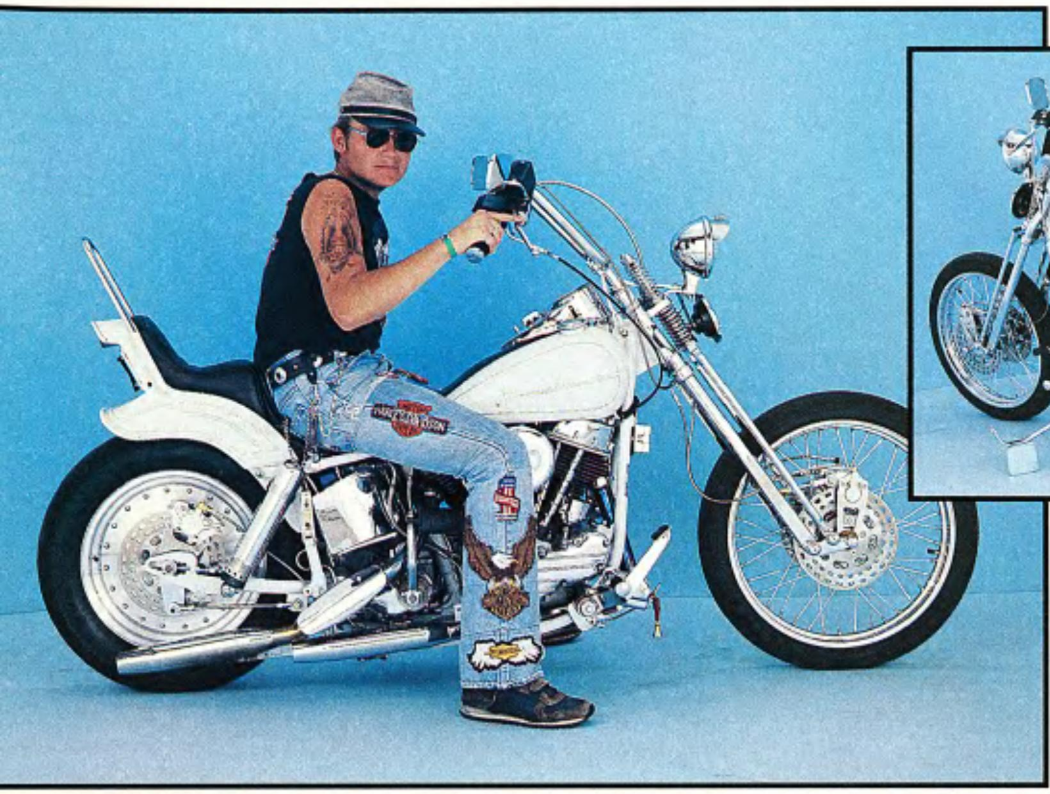
—Snake

MIKE HAGUE'S 1971 SWINGARM



Mike's 93-inch stroker tore up the highway from Hayward to Hanford, California. His scooter has guts with S&S motor parts and flash with a Cory Ness flame job.

JUNIOR AND SHERRI CONLEY'S 1957 PANHEAD



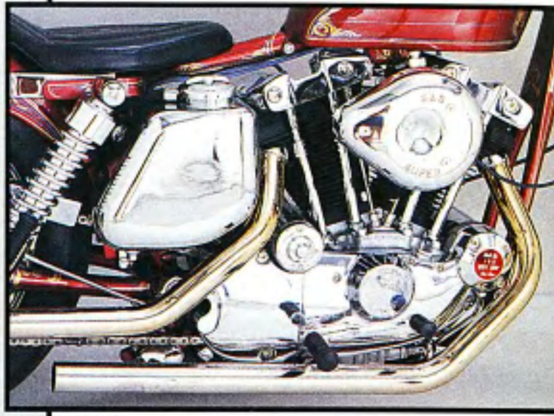
This pearl-white scooter came from Edwards Air Force Base. The engine work was taken care of at J&J's in Victorville, California, and the paint at Spankey's in Mojave, California.

ED SANSONI'S 1978 LOW RIDER

Ed cruised into Hanford from Fremont, California, and gives the credit for the construction of his scooter to his wife and Rich and Boogie. They took turns handing him tools.

THE BIKES OF HANFORD

JAMES FLOMP'S 1973 SPORTSTER



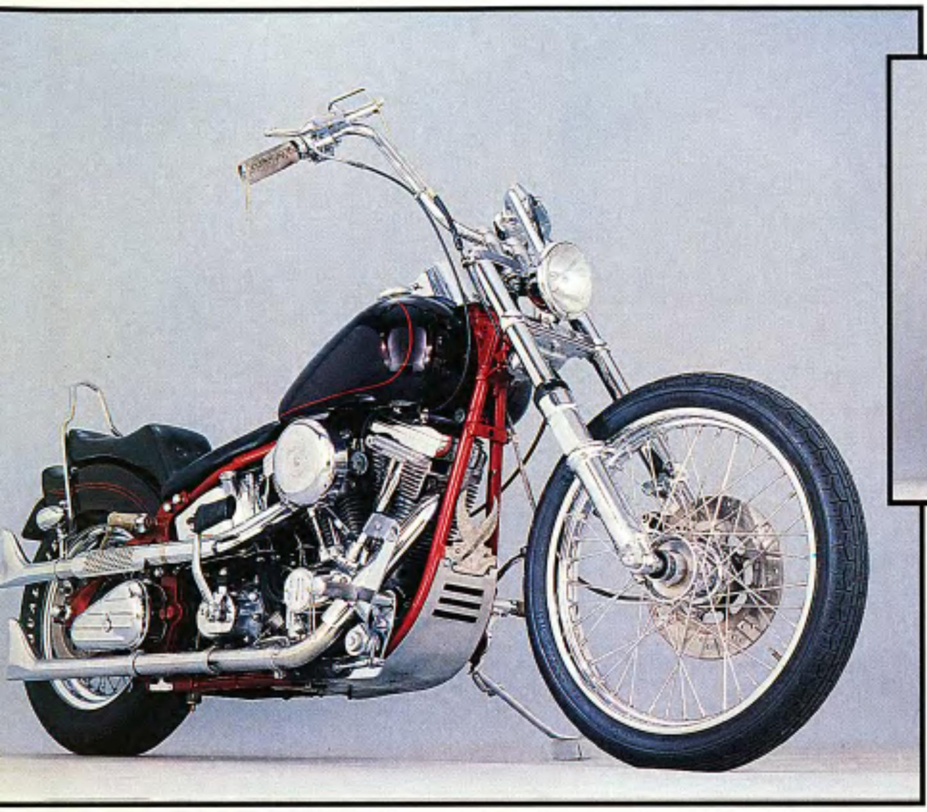
From San Jose, this lowered Sporty, with kicked-out frame and 76-inch mill, is quick and looks sharp with Horst artwork and J&D bodywork and paint.

Gilbert W. de la Cruz 1948 Panhead

Another Edwards Air Force Base rider brought a 6-volt rigid with Jammer front end out into the Bike Fest sun. He dedicates this scooter to his devoted wife, who passed away shortly after these shots were taken.

Photos by Pete Chiodo

BILL FRIE'S 1984 SOFTAIL



This Craig Young-maintained 80-incher with the Screamin' Eagle kit calls Quartz Hill, California, home.

JOHN NELSON'S 1985 SOFTAIL

John rode this neatly detailed Softail up from Simi Valley, California.

GRADY PFEIFFER'S 1981 LOW RIDER

Grady scooted in from Northridge, California, where Micah McCloskey of Micah's Motorcycle Works assisted in building this fine H-D.

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Here We Stand

The NRA on Freedom and Restrictive Legislation

"It's a free country," or "There oughta be a law." Which of those hoary old credos do you lean toward?

I bring the subject up because of a barrage of new government restrictions, either proposed or passed, that have been featured in the media in the past month or so.

Four that brought about this column are:

—the banning of three-wheeled all-terrain vehicles, under the impetus of the Justice Department and the Consumer Product Safety Commission;

—a study group's recommendation that the Securities and Exchange Commission "should take over regulation of stock index futures — and that rules should be tougher" following the October 19 crash;

—a proposal before the Massachusetts legislature to label alcoholic beverages (beer, liquor, wine) as dangerous to the consumer's health;

—and, a ban on smoking on commercial flights in California as well as nationally on flights under two hours' duration.

While most of us recognize the need for a degree of regulation in civilized societies — you'd have a hard time convincing many of us that airline deregulation has improved flying or that the breakup of AT&T has helped phone service — we fear the loss of individual freedoms purely for the sake of satisfying someone's idea of what constitutes "the public good."

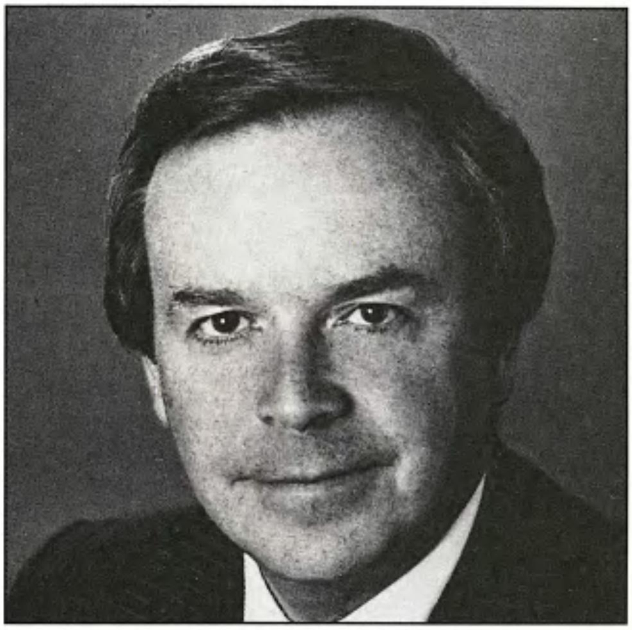
Without using this entire page to list just a fraction of the more common infringements on our freedoms perpetrated by the social planners, we can add to the aforementioned examples of mandated "protections" seat belt laws, motorcycle helmets, smoke detectors, zoning regulations, etc.

Before you pick up the telephone, typewriter, or pen to explain the important benefits to be derived from many of the above, please understand that I question not the advantages linked to such restraints but only the fact they are imposed from without rather than being prompted by our own common sense and good judgment.

Obviously the thing that struck my hot button in the dramatic increase of government encroachment upon Americans' lifestyle during what we hoped would be a conservative period, is the matter of our Second Amendment rights. While NRA has historically recognized and respected the inherent authority of government to curtail criminal conduct through the laws governing our nation, we have insisted that the controls be on those who would abuse the rights of others and not upon the rights themselves.

While I doubt any of us believe smoking is good for one's health, I would remind you that before smoking was banned in certain public areas, the cigarette packs were first labeled as being hazardous to one's health. Is the next step a total ban on consumer purchase of tobacco? And if so, tell me what great public service will be accomplished by making it a crime to puff on one's pipe beside a lonely campfire high in the Rockies!

Party to our daily efforts to defend gun owners' rights against the incursions of the antis is the clear and present danger that those lawmakers who listen to the pleas for "reasonable regulations" intentionally or unintentionally diminish *our* freedoms. The siren song of an ordered society is ofttimes attractive to those who don't have the commitment and resolve to deal with the problems natural to a free society, and they misrepresent the comment made by former U.S. Senator Margaret Chase Smith (Maine) that "Given the choice between anarchy and dictatorship the American public will choose dictatorship." That distinguished lady was comparing dictatorship to anarchy, not to freedom.



J. Warren Cassidy, Executive V-P National Rifle Assoc.

I suppose the fact that elected officials are by definition lawmakers encourages the belief that the more laws passed, the better the lawmaker. Every one of us can bear witness to too many cases where the exact opposite has been true.

My advice to all, myself included, is to view each and every suggestion of increased governmental control over our lives and property with a great deal of suspicion and inquiry. Before we sign some innocent-appearing petition presented by a friend or neighbor for a proposal or referendum, let's compare the hoped-for benefits with the further erosion of our unique and historic civilization. Just because our immediate comfort, safety, and interest might seem to benefit by the restriction of another's freedom of choice, the reality may be the hastening of the end of this great experiment called democracy.

— Reprinted from the *American Rifleman*

Biker's Incredible Stunt Saves Child!

Bouncing baby Sian Hollingworth was snatched from the path of death after she fell out of her mom's car and a passing biker scooped her up before she was crushed by a following car.

"I just want to trace him to let him know how grateful I am," said the Forest Town, England, mother, Lynne Hollingworth, of the mystery motorcycle rider who rescued her tot, then vanished.

Little three-year-old Sian was nearly a goner when she fell out of her mom's car and bounced across the road. The little girl was directly in the path of an oncoming car when the cyclist zoomed in front, leaned over like a rodeo trick rider, and snatched the toddler up in one arm.

"He was so quick-thinking he just seemed to lean over her and snatch her up into his arms in one single movement," recalled Lynne of the heroic biker.

Then the rider deposited Sian in her mom's arms and roared off into the sunset.

The Motorcycling Dilemma

Over the past 10 years motorcycle sales have declined 40 percent. Think about it. In 1975 more than a million bikes were spun onto the pavement by eager riders. Ten years later only 600,000 scooters tooled away from showrooms. The population didn't diminish, but the number of riders did — serious business.

After 19 years in operation, the Motorcycle Industry Council (MIC) has finally run up against an obstacle — a problem they can all wholeheartedly agree upon. The motorcycle industry is dying, except for us scooter people, and serious measures have to be taken. This past summer 50 concerned industry execs met in Southern California to develop a program that would stem the tide of would-be riders who take up backpacking instead.

Three specific recommendations emerged from the confab; the industry needs to: develop programs, products, and dealer training to encourage potential entry-level riders to buy and ride; enhance motorcycle awareness and the need to keep current riders alive through the Motorcycling Safety Foundation (MSF); and finally, mount a cohesive, synergistic action by a major contingency of the motorcycle industry, which would produce an image-marketing program to attract new riders to the showroom. Every major motorcycle corporation stepped up and anted $400,000 above and beyond their MIC dues.

Here's the picture: Following all the official outlines and proposals, a plan was devised and has been implemented. *Discover Today's Motorcycling* revolves around one factor — women. The Motorcycle Industry, under the *Discover Today's Motorcycling* umbrella, will promote every aspect of the female rider — a tremendous barrage of publicity, advertising, events, etc., to follow.

Some of the thinking revolving around women doing wheelstands includes: If women ride, it can't be that unsafe; if ladies become bikers, men will, too (natch); and if wives (family income co-associates) don't mind shelling out for two wheels, it'll be okay for the ol' man and the kids to do so.

It's an interesting concept. Think about it, and if you want more information, write to Steve Nissen, *Discover Today's Motorcycling* News Bureau, c/o Doremus, Porter, Novelli, 11755 Wilshire Blvd., Suite 1600, Los Angeles, CA 90025. After you think about it or research it, let me know what you think and whether your group, club, or organization supports this promotion. Drop me a line: Bandit, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

The Great Silencer

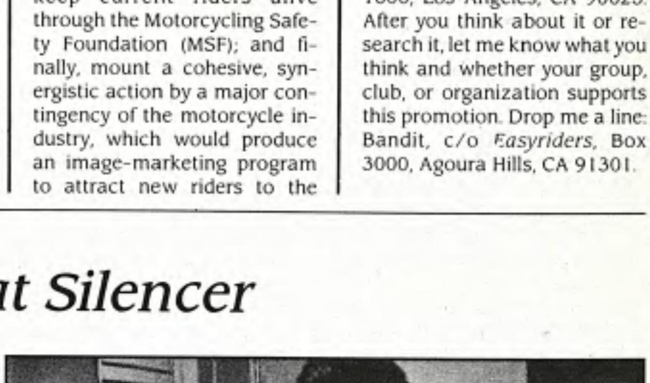
Assemblyman Richard Floyd, the sponsor of AB 36, the proposed California mandatory helmet bill, has once again shown his disregard for his voting constituents.

Floyd's latest display of contempt for the public involves comedian/motorcycle enthusiast Jay Leno. Leno, an opponent of the proposed helmet law, called Assemblyman Floyd's office in an attempt to make his negative feelings toward the bill known to Floyd.

The less-than-gentlemanly reply from the public official straightened Leno up, rigid-like, droppin' the comic's giant jaw with a foulmouthed comment alluding to gay actors in Hollywood. So much for making your opinions known to your elected officials.

Shortly thereafter, a disbelieving Leno had his attorney give it a try, only to have him summarily and similarly dismissed. Floyd made it clear that they should keep their opinions to themselves. Our opinion is that Floyd should be voted out in the next election. Is everybody registered?

In another update on AB 36, a vote on February 29 was postponed when Floyd was apparently unable to gather enough votes for passage. He was due to bring it up again on March 16, 1988, votes permitting. And onward we plod.



Verifiable Helmet Arguments

Bob Mannah from Bikers Against Discriminatory Legislation (BADL) in California, who has done a tremendous job of combating the helmet law in California and has built a computer data bank for the entire country, recently updated a concise list of confirmed arguments against mandatory legislation.

For more information from Bob or BADL, or to find out how you can support or join the BADL cry, write Bikers Against Discriminatory Legislation, 20175 Ricardo Ave., Hayward, CA 94541.

The following are some of BADL's strong, anti-helmet-law arguments:

The Motorcycle Safety Foundation statistics show that, since 1976, states with mandatory helmet laws show a higher number of deaths per 100 accidents than states without mandatory helmet laws for every year up to and including 1986.

DOT standard requirements have not changed in 15 years.

Helmets cannot pass impact stress tests any better now than they did 15 years ago.

The Bell Helmet Dealers Guide, 1986, states that an incorrectly fitted helmet can do more damage than no helmet at all. It goes on to say that most people will generally buy a helmet that is too large because they find a correctly fitted helmet too uncomfortable.

Interviewed doctors, emergency room personnel, and paramedics agree that improper removal of a helmet from an accident victim can cause permanent paralysis. Furthermore, as of early 1987, California paramedics admit that, although an illustrated flyer is available, no special training is offered concerning proper removal of a helmet, and the flyer is not required reading by paramedics or emergency medical personnel. Check with your local paramedics concerning helmet-removal training.

In testimony before the California Senate Transportation Committee on November 9, 1987, the representative of the MSF admitted that helmets are effective in delaying the effects of hypothermia (effects of cold weather on the human body). This admission supports the argument that there is a heat buildup when wearing a helmet.

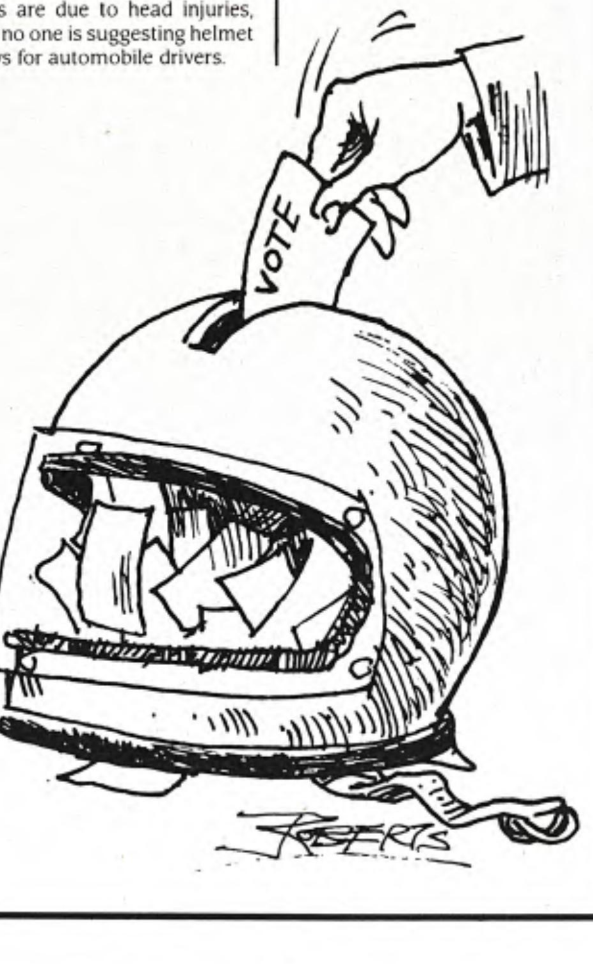
The California Highway Patrol, in a press release in January 1987, stated that motorcyclists voluntarily wear helmets more than 50 percent of the time, while automobile drivers voluntarily use seat belts only 20 percent of the time, and only 47 percent of the time even with a mandatory seat belt law. As of January 1988, the CHP stated an increase in seat belt usage but did not give percentages.

NHTSA annual statistics, up to and including 1986, show that even with seat belt laws in effect, approximately 50 percent of all automobile fatalities are due to head injuries, yet no one is suggesting helmet laws for automobile drivers.

In testimony before the California Senate Transportation Committee on November 9, 1987, the NHSTA admitted that helmets would save only 25 percent of the fatality victims who *died of head injuries sustained while not wearing helmets.*

While talking with the Research Director of BADL, a county coroner stated that in more than 90 percent of the autopsies that his office performed, a helmet would have made no difference whatsoever because of the other injuries sustained in the fatal accident. (Confidentiality of source guaranteed in exchange for statement.)

Again, in testimony before California Senate Transportation Committee, November 8, 1987, the MSF admitted that a peripheral-vision loss does exist, but claims that such loss is minor and outside the critical area of vision (bullshit). This statement is in complete contradiction to the statement made by the NHTSA representative at the same hearing who stated that *no* peripheral loss exists. (They can't even agree among themselves in testimony before a fact-finding committee.)



The public financial burden as expressed in the Hurt Report and the Davis Study was calculated for the late '70s and applied to a time before mandatory insurance. Today, state financial burdens exist only when the responsible party fails to obey the financial responsibility law of the state.

The medical term "trauma" means *any* life-threatening injury and not just head injuries sustained in motor-vehicle accidents. In other words, "trauma costs" apply to heart attack victims the same as motorcycle accident head injury victims.

The "average medical costs" as stated by the UC Davis Study were from a study of only 51 accidents. These were especially selected to meet a certain standard. In other words, they were only accidents in which "trauma" occurred and orthopedic injuries (broken bones) were present. The study was neither a head injury study nor a medical cost study of the average motorcycle accident.

This is just the tip of the iceberg. These are arguments that are up-to-date and based on studies and statements made within the past couple of years. I personally attended the California Senate Transportation hearing on November 9, 1987, and recorded the testimony. The facts presented here from that hearing are verifiable on tape. Arguments regarding the Hurt Report and the Davis Study are verifiable by the two reports themselves. Summary conclusions of the two studies are available from BADL for a nominal copy and mailing fee. Believe me, you do not want the whole report.

— from Bob Mannah, BADL

BE A PART OF HISTORY

THE INDESTRUCTIBLE HARLEY 10 RENDEZVOUS TENTH ANNIVERSARY 1988

HARLEY RENDEZVOUS "88"

HARLEY RENDEZVOUS 88 CLASSIC

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In Memory

As a tribute, we take off our hats and pause for a moment to show respect for downed brothers and sisters.

Tommy Larson
Meridian, Mississippi

Mike Donnelly
Tennessee

Gerald Austin
Mississippi

Steve Johnson
Mississippi

Van Stewart
South Carolina

Doug Foltz
Florida

"Short Strokes"

When you've got a problem with the local county or province, don't fret. Go find a couple of bros or political friends to run for office and take over like Kemp O'Connell did with some support from a goodly number of brothers and sisters in the town of Duanesburg, New York, home of the Harley Rendezvous. The historical coup will afford the Rendezvous the freedom to grow and support the community — bravo.

The Detroit News reported that U.S. auto makers weren't too concerned about the ATV clamor until it came to making them extinct. Then GM, Ford, and Chrysler all sat up and began to think that their own high-performance cars could be next. We may have an ally in the auto industry whom we haven't tapped.

There's a doughnut shop in Waialua, Oahua, Hawaii, that every self-respecting biker should patronize — that is, if the doughnuts are any good. They whip up and sell a Harley Donut.

Stephen Dick, the Director of Public Relations of the Salvation Army, recently wrote ABATE of Georgia to thank all the brothers and sisters for supporting their toy run — good work.

Are you a triker? Well, there is now an organization called Brothers of the Third Wheel, dedicated to those who ride trikes. Write to them at Box 345, Coal Valley, IL 61240.

U.S./Canadian Motorcycle Laws	Special License	Helmet	Eye Guards	Lights on 24-hour
Alabama	No	Yes	No	No
Alaska	Yes	Yes[1-12]	Yes	No
Arizona	Yes	Yes[2]	Yes	No
Arkansas	Yes	Yes	Yes[3]	Yes
California	Yes	No	No	Yes[6]
Colorado	Yes	No	Yes[3]	No
Connecticut	Yes	No	Yes	No
Delaware	Yes	Yes[1-4]	Yes[3]	No
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Hawaii	Yes	Yes[2-4]	Yes	No
Idaho	No	Yes[2]	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No	Yes	Yes
Iowa	Yes	No	No	Yes[6]
Kansas	Yes	No[2]	Yes	Yes
Kentucky	Yes	Yes	Yes[3]	No
Louisiana	Yes	Yes	Yes	No
Maine	Yes	No	No	Yes
Maryland	Yes	Yes[2]	Yes	No
Massachusetts	Yes	Yes	Yes	No
Michigan	Yes	Yes	Yes[7]	No
Minnesota	Yes	Yes[2]	Yes	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	Yes[2]	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes	No
New Hampshire	Yes	Yes[2]	Yes	No
New Jersey	Yes	Yes[4]	Yes	Yes[6]
New Mexico	Yes	Yes[2-4]	Yes	No
New York	Yes	Yes[4]	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	Yes[2-4]	No	No
Ohio	Yes	Yes[2]	Yes[3]	No
Oklahoma	No	Yes[2]	Yes	No
Oregon	Yes	Yes[2]	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No[12]	Yes[3]	No
South Carolina	Yes	No[9]	No	Yes
South Dakota	Yes	Yes[2]	Yes	No
Tennessee	Yes	Yes	Yes	Yes
Texas	Yes	Yes[2-4]	No	No
Utah	Yes	Yes[2]	No	No
Vermont	Yes	Yes[4]	Yes	No
Virginia	Yes	Yes	Yes	No
Washington	Yes	Yes[2]	Yes	Yes
West Virginia	No	Yes[4]	Yes	Yes
Wisconsin	Yes	Yes[2]	Yes	Yes
Wyoming	Yes	Yes[1]	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes[3]	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	*
Ontario	Yes	Yes	No	Yes[8]
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes[3]	No
Yukon	Yes	Yes	No	No

[1] Under 19. [2] Under 18. [3] Required even if bike has windscreen. [4] Helmet must be re torized. [6] Lights on if bike was made after 1977. [7] Required for speeds above 35 mph. [8] 1 or newer bikes. [9] If over 21. [10] Except drivers under 17 and passengers. [11] Certain c may require lights. [12] Passengers must wear helmets. *Lights must be on 24 hou equipped with auto-on wiring by factory. **Chart is accurate as we go to press — but l change constantly. Send info on new laws in your area to Easynews, Box 3000, Ago Hills, CA 91301.**

FREE EASYRIDERS!

You got it — just make a purchase of twenty-five bucks or more and ask for your free copy of **Easyriders** from any of the bike shops listed here. And remember to take this page with you when you're on the road — it's a handy guide to some of the best Harley parts and service outlets around.

ALASKA
House of Harley 4334 Spenard Rd., Anchorage

ARIZONA
Performance H-D 3383 N. Richey Blvd., Tucson
Creative Cycles 1218 S. Alvernon, Tucson
M&R Cycles 579 N. Arizona Ave., Chandler
Satan's Cycle Works 1706 W. Hatcher Rd., Phoenix
Jo's Cycle Machine 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc. 3401 S. Park, Tucson
Rolling Thunder Cycles 6015 Carla Cir., Sierra Vista
Jet Cycles 1431 W. Miracle Mile, Tucson

ARKANSAS
Road House Rt. 2, Box 196 E., Dardanelle

CALIFORNIA
H-D of Glendale 3717 San Fernando Rd., Glendale
D & G Cycle Parts 15715 Armar Rd., La Puente
Jammer Cycle Products 6417 San Fernando Rd., Glendale
Jim & Jim's Inc. 1424 S. State St., Ukiah
J&J Repair 16511 D St., Victorville
Gordon's MC Madness 1586 Morse Ave. #1, Ventura
Bartel's Harley-Davidson 8910 Washington Blvd., Culver City
Hawg Nutz MC Necessities 619 E. Valley Pkwy., Escondido
Cycle Specialties 307 Maze Blvd., Modesto
R.A.M. Enterprises 1524 Camden Ave., Campbell
A&A 5442 S. Sepulveda Blvd., Culver City
The Purple Hog Leathers 668 Plumas, Yuba City
Palm Springs Harley-Davidson 19345 N. Indian Ave., N. Palm Springs
Modesto H-D 1208 9th St., Modesto
H-D of Sacramento 1000 Arden Way, Sacramento
Moonshine Cycle 1221 N. Main St., Unit 6, Porterville
Top Gear 27 Parker Way, Santa Barbara
Hutchins H-D 55405 29 Palms Hwy., Yucca Valley
Mars Custom Cycle 78 Shotwell, San Francisco
Curtis Fine Cutlery 10613 Michele Ave., Bakersfield
Carlo's Custom MC Parts 2395 Monument Blvd., Bldg. H, Concord
R.P.M. 1727 National City Blvd., National City
Bellflower Harley-Davidson 8846 Alondra Blvd., Bellflower
American Rider 19478 Beach Blvd., Huntington Beach
Baad Motorcycles 2240 B Del Monte Ave., Monterey
The Belt & Chain Place 330 Railroad Ave., Grass Valley
Randy Smith Custom Cycle 13740 Golden West St., Westminster
Puff & Stuff of Livermore Smoke Shop 803 Rincon Ave., Livermore
Valley H-D 1220 W. Fremont St., Stockton
Beck's Chopper Design & Fabrication 1292 E. 3rd, Pomona

CANADA
Phantom Ranch 6815 104th St., Edmonton, Alberta
Rider Motorcycle Accessories Box 1245, 420 Island Hwy., Parksville, B.C.

COLORADO
Two Wheelers MC Shop 1433 W. 38th Ave., Denver
Howell's House of Harley 232 So. Federal Blvd., Denver
A Righteous Ride 2647 8th Ave., Greeley
Rocky Mountain H-D 4204 S. Broadway, Englewood
D & C Enterprises 2571 Hwy. 6 & 50, Grand Junction

CONNECTICUT
Longriders Custom MC 417 Bridgeport Ave., Milford
Al's Motorcycle Parts Rt. 66, Columbia
Hartford H-D Sales 317 W. Service Rd., Hartford
D&S Cycle Supply 27 Willowbrook St., Willimantic

DELAWARE
Herbs for Health & Happiness New Castle Farmers Market, New Castle

FLORIDA
H-D of Miami 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson 1881 U.S. 19 South, Clearwater
L & K Cycle, Inc. 601 N.E. 44th St., Fort Lauderdale
H-D of Stuart 34 E. 6th St., Stuart
Miller's Custom Parts 1863 S. Ridgewood Ave., S. Daytona
Florida Cycle & Chopper 3200 Palm Beach Blvd. Rt. 80, Ft. Myers
H-D of Saint Petersburg 5989 Haines Rd., St. Petersburg
H-D of Melbourne 6030 N. Harbor City Blvd., Melbourne
H-D Engineering, Inc. 16336 N. Florida Ave., Tampa
Hog Heaven Cycle Acc. 7254 S.W. 40th St. (Bird Rd.), Miami
H-D of Tampa 7202 E. Hillsborough Ave., Tampa
Mike Denniston's H-D, Inc. 402 N. Bay St., Eustis
Southside M/C Hawg Dept. 5612 S. Orange Ave., Orlando
L & K Cycle South U.S. 1 & MM 31, Big Pine Key
Ace Sport Cycles 5314 E. Colonial Dr., Orlando

GEORGIA
Big John's Cycle Salvage 7841-B N. Main St., Jonesboro
Southern Cycle, Inc. 4982 North Ave., Buford
Southern Scooter II 5202 Ogeechee Rd., Savannah
Blue Ribbon Cycles 2137 Dixie Ave., Smyrna
Banshee Cycle 2507 N. Lumpkin Rd., Columbus
Fracier Cycle Barn 2584 Water Works Rd., Buford

HAWAII
Windward Motorcycles 1051 E. Keolu Dr., Suite 102, Kailua

ILLINOIS
Chicago H-D, Inc. 6868 N. Western, Chicago
Oak Lawn H-D Sales 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc. 2200 Rand Rd., Palatine
Naperville H-D 25 W. 165 Ogden Ave., Naperville

INDIANA
Buck's Motorcycle Acc. 1311 E. Markland Ave., Kokomo
Brandt's H-D, Inc. 1617 S. Wabash St., Wabash
Bryant's Speed 16611 County Rd. #38, Goshen

IOWA
Old Man's Harley-Davidson Hwy. 34, Creston
"Zook's" H-D 105 E. Euclid, Des Moines
Cyclepedia Corp. 1824 Dean Ave., Des Moines
Custom Cycle Acc., Inc. 15 S. 23rd St., Council Bluffs

KANSAS
Newton Cycle Shop & Leather 115 S. Kansas Ave., Newton
Rebels M/C Parts 1511 Central Ave., Kansas City
Hanks Cycle Shed Rt. 3, Box 209, St. George
International Cycle Parts & Service 1315 State Ave., Kansas City

KENTUCKY
Pappy's Custom Cycles Box 425, Collins Hwy., Pikeville

LOUISIANA
Jr.'s Cycle Shop 458 N. Stanford, Sulphur
J & B M/C Repair 3511 White Ferry Rd., West Monroe

MARYLAND
Ezekiel's Wheel Boutique 136 Carroll Island Rd., Baltimore
Ezekiel's Wheel Boutique 1841 Pulaski Hwy., Edgewood
H-D of Maryland, Inc. 6339 Howard Ln., Elkridge
H-D of Annapolis 1929 Lincoln Dr., Annapolis
Milwaukee Ghost 2037 Hollins Ferry Rd., Baltimore
Flying Eagle Bike Boutique 1124 S. Main St., Hampstead
Ezekiel's Wheel Boutique 5112 Belair Rd., Baltimore
Crazy Carl's Hog Service 8258 Rt. 3 Northbound Lane, Millersville

MASSACHUSETTS
Dave Franks Motorcycle Sales 81 Bridge St., Salem
Milwaukee Iron 3508 Washington St., Jamaica Plain
Northshore Motorcycle Center 246 Newbury St. (R 1), Peabody
Garrey Motors 15A E. Central St., Franklin
Sportster Engineering 800 Adams St., N. Abington

MICHIGAN
Motor City Harley-Davidson 8755 Inkster, Westland
Saginaw Valley Motorworks 2663 N. Euclid, Bay City
Capitol H-D 536 E. Grand River Ave., Lansing
H-D of Port Huron, Inc. 3350 Lapeer Rd., Port Huron
Hooterville Parts & Accessories 11677 Pentecost Hwy., Onstead

MINNESOTA
American M/C Supply Rt. 3, Box 396, S. Hwy. 65, Cambridge

MISSOURI
County MC Parts 7348 North Lindbergh, Hazelwood
Pappy's Cycle 600 W. College, Springfield
Sparrow Cycle Repair 2003 N. Third St., St. Charles
The Pyramid 1307 N. Johnston, Springfield

MONTANA
Boss Hawg 1517 Central Ave., Billings

NEBRASKA
Butterfields MC Parts 8025 Blondo, Omaha

NEVADA
Show Bike Performance Center 1786 N. Nellis Blvd., Las Vegas
Precision Cycle 3867 S. Valley View #40, Las Vegas

NEW JERSEY
Morristown Cycle 103 Washington St., Morristown
Tramontin H-D Rt. 80, Hope
Atlantic County Harley 1966 Blackhorse Pike, Atlantic City
Millville H-D 1131 S. Second St., Millville

NEW MEXICO
New Mexico MC Salvage 4123 Broadway S.E., Albuquerque
Dave's Cycle 910 W. Santa Fe, Grants

NEW YORK
Eastern Harley-Davidson Main St., East Moriches
Brewster Harley-Davison Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc. Rt. 212, Box 7320, Saugerties
Harding Harley-Davidson 32 Bridge St., Corning
H-D of Suffolk County 360 Rt. 109, West Babylon
Eagle Motorcycle Product 1581 Grand Ave., Baldwin
Zack's V-Twin Cycles 511 Violet Ave., Hyde Park
Superior MC Parts 162 West Hills Rd., Huntington Station
H-D of Hempstead 4 Laurel Ave., Hempstead
Shady Painter M/C Corp. 271 Buffalo Ave., Medford
Ogden St. Cycle Works 607 Odgen St., Rome
Freebird Cycle Sales 229 Lyell Ave., Rochester
Al's Cycle Parts 315 E. Dominick St., Rome

NORTH CAROLINA
Deal Harley-Davidson 3618 Sycamore Dairy Rd., Fayetteville
J&E Harley-Davidson 1008 Dickinson Ave., Greenville
Durham Harley-Davidson 819 N. Miami Blvd., Durham
Snake's Hawg Shop Hwy. 55 West, Mt. Olive
Carolina H-D 1940 W. Franklin Ave., Gastonia
Cyclone Cycle Parts Box 9, 104 N. Central Ave., Landis
Dilliard's Motorcycle Shop 510 Boston Ave., Kannapolis
Caveman Cycle Supply Old 107, Cullowhee
Webb Harley-Davidson Ocean Hwy. 17, Wilmington
H-D of Goldsboro 1208 N. Berkeley Blvd., Goldsboro
Iron Horse Motorcycles 1905 Roosevelt Blvd., Monroe
Longview Cycle 12 Cheeks Rd., Franklin
Harley-Davidson of Charlotte 2429 S. Tryon St., Charlotte

NORTH DAKOTA
The Scooter Shak 2424 Memorial Hwy., Mandan

OHIO
Freedom Harley-Davidson, Inc. 256 S. Erie St., Massillon
Kustom Cycle, Inc. 2010 Denison Ave., Cleveland
The Big Bike Shop 581 W. Broad St., Columbus
Streetwise MC Supply, Inc. 4961 Dover Ctr., N. Olmsted
Don's Custom Cycle 7025 Harrison Ave., Cincinnati
Jim Bailey, Mowrystown
The Barn 2731 Pan Handle Rd., Lynchburg
Custom Cycle City 2191 S. James Rd., Columbus
Johnston Street Cycle Repair 643 Johnston St., Akron

OKLAHOMA
The Chrome Link 2908 Ft. Sill Blvd., Lawton
Devers Motors H-D 4810 Garriott, Enid

PENNSYLVANIA
Chop Shop 407 Station St., Bridgeville
Blocker Enterprises Rt. 248, Parryville
Cycledelic Choppers 1407 Lancaster Ave., Reading
Brian's H-D 1223 W. Lincoln Hwy. (US 1), Langhorne
Spirit Harley-Davidson 1023 William Flynn Hwy., Glenshaw
Schoch's Inc. RD 2/Rt. 33, Stroudsburg
Cycle World RD #2 Burns Ave., Altoona
Montgomery County H-D 1217-19 South Trooper Rd., Norristown
Hannum's H-D Sales, Inc. US 1 & Rt. 352, Media

SOUTH CAROLINA
Doug's H-D 2790 Pamplico Hwy., Florence
Low Country H-D 4405 Dorchester Rd., Charleston
Country's H-D Inc. 1093 Albright Rd., Rock Hill
R&R Cycles Rt. 6, Box 622, Aiken
J&R's Leather U.S.A. Box 1072, B U.S. Hwy. 17, Murrells Inlet
H&D Cycle 117 Webb St., Simpsonville

TENNESSEE
Pappy's Custom Motorcycles 244 E. Main St., Kingsport
Dillion's 1324 N. Broadway, Knoxville
Ice Cycle Rt. 1, Box 590, Dover
Colboch H-D Sales Rt. 9, Box 517, Morristown

TEXAS
American Cycle 112 W. Highway 190, Killeen
Southern Motorcycle 1710 Aldine Mail Rt., Houston
Two Wheel World 1922 W. Pioneer Pkwy., Arlington
I.E.S. Cycle 16927 I.H. 35 North, Round Rock
Lone Star H-D 1801 W. Erwin St., Tyler
Arlington Cycle Works 423-B Lillard, Arlington
Skin Art Creations Tattoo 850 Pine St., Abilene
Harleys Only 1264 W. Arkansas Ave., Arlington

VIRGINIA
Master Performance Cycles 530 Randolph Rd., Newport News
Departure Bike Works 3093 Hull St., Richmond
Mountain Cycle Box 922, Rt. 11 No., Verona

WASHINGTON
Bear's Bike Barn 13919 NE 76th St., Vancouver
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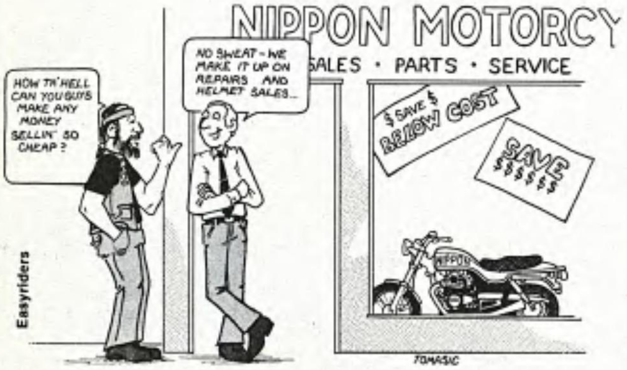
Passin' Gas

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not yer meat!) and slip it to us. We'll pay $25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

"That was very nice, Johnny, but I'm afraid all grades are final."



The bro had agreed to put up five bucks every time he porked the ol' lady until she could afford to buy her own scooter. He was amazed when she said she was ready to pick one out after only a few weeks. He was even more amazed when he busted open the piggy bank to find fifties and hundreds inside. "Where the hell did this come from?" he demanded.

"Well," she replied. "Some of your bros aren't as cheap as you are!"

—Arma
Houston, Tex.

A little girl walked into the bank with a big sack of money and asked to open a savings account.

The teller, peering into the sack, exclaimed, "Little girl, did you hoard all that money yourself?"

"No, sir," she answered. "My sister whored half of it."

—Lori
On Her Back

Gas war: two Texans and a barrel of pinto beans.

—Canuck
Snowed In

Endless love: a tennis match between Ray Charles and José Feliciano.

—Moochie
Hayward, Calif.

"I'm from Mars — and if you think *I* look strange, you should see our women."

A foxy babe walked into a posh store and was admiring a pair of snakeskin boots. When the salesman approached her, she bemoaned the fact that she couldn't possibly afford them.

Smiling, the horny salesman told her he'd give them to her if he could fuck her. The chick thought about it, looked at the boots again, and replied, "Okay, as long as you don't expect too much out of it. See, I really don't enjoy sex at all."

"No problem," responded the undaunted salesman, taking her by the arm and leading her to a nearby motel.

A few minutes after he was pumping away, however, he felt her arm go around him, then her other arm, then one leg, followed by the other.

Grinning, the salesman said, "I thought you told me you didn't enjoy sex."

"I don't," said the babe. "I'm just trying the boots on."

—Jeff Vidal
Sacramento, Calif.

One day this biker is taking his 100-pound pit bull out for a walk when he decides to knock down a few suds at the local tavern. He ties the dog to a parking meter and heads inside for a pitcher.

About 30 minutes later, a wimpy-looking guy comes scrambling into the bar, yelling, "Who owns that big dog outside?"

The bro stands up. "I do. Why?"

The little guy squeaks, "You'd better go out there and save him, quick. My Chihuahua is killing him!"

Slapping his leg and laughing like hell, the biker bellows, "You're crazy, asshole! How'n the hell could your little Chihuahua kill my pit bull?"

"Easy," the wimp says. "It's stuck in his throat."

—Paul Wemyss
Toronto, Canada

Whattaya do when yer Kotex catches fire?
Tampon it.

—Tom Oetzel
Philly

Footstool: a 12-inch turd.

—Laurie Maxwell
Grand Prairie, Tex.

"Masquerade? Nah — she's going to obedience school."

Tom was walking down the street when he saw a bouncer throwing Big Jim outta the neighborhood watering hole.

"What'd they do that to ya for?" Tom asked his friend, helping him to his feet.

"Aw, I just cut a fart at the bar," Big Jim answered.

"Shit, man, everybody does that!"

"I know," Big Jim said, "but it took four guys to clean this one up."

—Sad Sack
On the Road

A not-so-bright bro was suffering from serious constipation, so the doctor prescribed suppositories. However, a week later the bro was back, complaining that he was still constipated.

"Have you been taking the suppositories I prescribed for you?" asked the sawbones.

"Of course I have," said the bro. "Whattaya think I've been doin' with 'em — shovin' 'em up my ass?"

—Trapshooter
Lancaster, Pa.

Easyriders

"Believe me, Ms. Johnstone, the furthest thing from my mind is sexual harassment!"

Easyriders

"Ya forgot to unlock the fork, fuckhead!"

After the wedding, the Polack took his new bride to a nice hotel for their honeymoon. The next morning, his proud father called him and asked, "Well, son, how did everything go last night?"

His son replied, "Real good, Dad. You know, the way she was acting, I think I could've fucked that girl."

—Sam Nelson
Ridgway, Colo.

Why does the new Polish navy have a fleet of glass-bottomed boats?

To see the old Polish navy.

—Lee
Dallas, Pa.

What's the difference between yer big toes and yer little toes?

Toejam.

—B.H.
America

This dude walked into a drugstore that was being tended by an uptight, women's-lib type of chick.

Resting his elbows on the counter, he said, "I'd like six rubbers, please, miss."

Don't '*miss*' me," snapped the bitchy bra-burner.

"Okay," the eager dude responded. "Better make it seven."

—Roger Sadauskas
Inglewood, Calif.

An Eskimo's nightmare: only three inches of dick and four inches of snowsuit.

—Paco
Oak Harbor, Wash.

Did ya hear about the sperm who managed to get through before the IUD was put in?

Ya might say he made it in just under the wire.

—Wayne Willhoite
Tehachapi, Calif.

Q: What do ya call a truck loaded with vibrators?

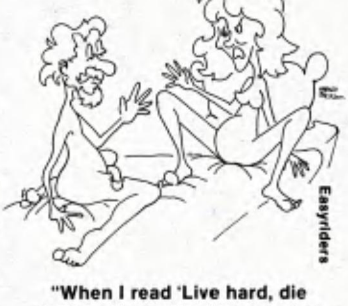
A: Toys for twats.

—Edsel
USA

The farmer married a very beautiful young girl and soon found that he couldn't keep his hands off her.

So he fired them and bought a tractor.

—Barbie Roberson
Pensacola, Fla.



Easyriders

"When I read 'Live hard, die fast' on the back of your jacket, I thought it meant your lifestyle, not your erection."

The teenage girl came home from school one day and shyly told her mom, "The school nurse says you might have to take me to the doctor for a Rabbit Test."

The mother was still in the bedroom, sobbing hysterically, when the living room phone rang. She heard an excited whoop, and her daughter appeared in the doorway and said, "It's okay, Mom. You don't have to take me, after all. They found the dog that bit me."

—Dodger
Away

Easyriders

Q: What has 300 legs and seven teeth?

A: The front row at a Willie Nelson concert.

B.B.
Huntsville, Tex.

Definition of a prison furlough: a five-day head start.

—James Baker
Huntsville, Tex.

The difference between your bike and a chick is that the chick is fully equipped when she's stripped.

—Bushpilot
Hastings, Minn.

Easyriders

"Of course it isn't derogatory. I call him 'Shithead' because he has a fertile imagination."

RUBY

"Jewelry is just the frosting on my cupcakes."

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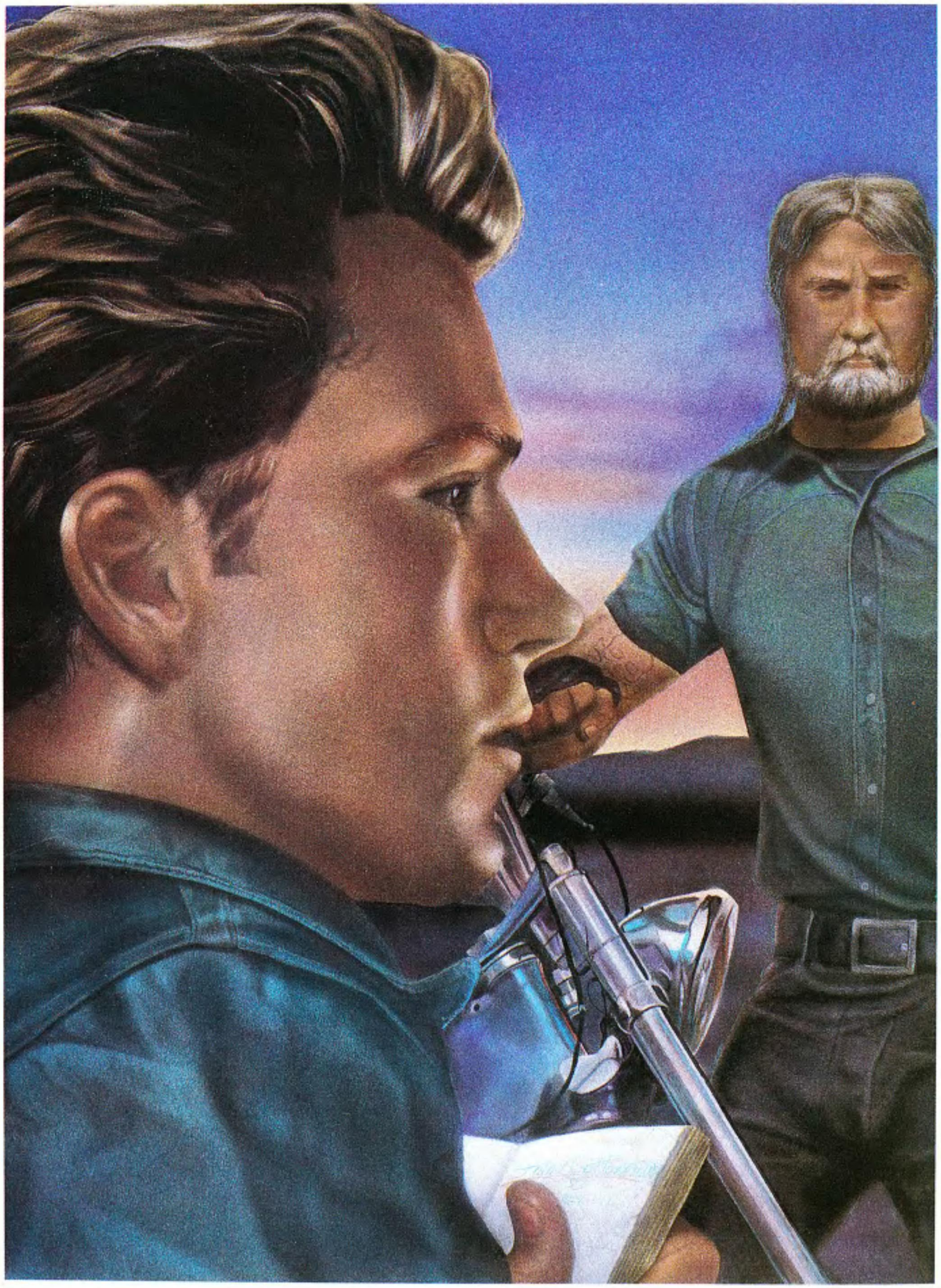

BLOODLINES

by Bill James

Quitting time, and Friday to boot. Cotton locked his toolbox and fell into line at the time clock. The others stood joking and bragging about their weekend plans, but Cotton hung to one side, quiet and aloof. A man of average height, with a wrestler's build and a fighter's stance, he would have attracted attention in any crowd. With heavy tattoos crisscrossing both brawny arms beneath the rolled-up sleeves of his green work shirt, he looked as if he might be an ex-con, which he wasn't. With his full beard and long gray ponytail, he looked as if he might be a longtime biker, which he most definitely was. When his turn came, he punched his timecard, took his pay from the foreman, and made his way out to the parking lot.

In the setting sun, his knucklehead gleamed in a dull, gold fire, as if untouched by the many miles under her sturdy rigid frame. Closer to it, he could see the scars of all their years together. Scratches in the paint, and a knee-dent in the left fatbob. A dark-brown coat of baked-on oil at the cylinder bases, accumulated grease and road grime on the rear wheel, and small tears in the leather seat. A broken mirror, courtesy of a distracted cager in a supermarket driveway. Still, she was his prized possession, and after 24 years, he knew every nick and ding, the way a married man knows each gray hair and wrinkle on his ol' lady's head.

Cotton unlocked the heavy chain and slung it into the ditty bag hanging across the glide front forks. As he dug in his pocket for the ignition key, his musings were interrupted by a youthful voice.

"Are you John Cottonfield?"

Turning, he saw a tall, gangly boy, most likely a young 22, with stylish hair and a smooth, clean-shaven face. The boy wore Levi's and a denim jacket over a plaid flannel shirt. He didn't look like a cop, but then not too many people called Cotton by his given name. Before he could ask, "Who wants to know?" the boy repeated his question.

"Yeah, kid, I'm Cottonfield. What do you want?"

The boy took a tiny notebook from his shirt pocket and, glancing at it, said, "John Cottonfield, age 53, of 3922 Lake Surrey Lane?"

"I thought them records was confidential." He grinned again, pleased with himself. "They were."

Oh, shit. The kid really *was* a cop, or a fuckin' process server. No way out now. Stepping back a pace, Cotton said, "Yeah, yeah, that's me. Now what do you want?"

"Mr. Cottonfield, were you living in Bayonne, New Jersey, in 1963?"

Who the fuck was this kid? Cotton nodded slowly, studying the boy's face for some clue. The kid glanced back at his notebook and continued, "Mr. Cottonfield, did you know a girl in Bayonne named Beverly Brockton? Blonde, about 17?"

Cotton thought a moment, but his memory couldn't bridge the distance of 23 hard-lived years. The name sounded familiar, but too many miles and one-night stands and far too much red-eye had flowed between then and now.

"Please, Mr. Cottonfield, try to remember. It's very important."

"To who? You're standin' 'tween me and the wind, boy. I ain't got time for your fool guessin' games." He went to throw a leg over the saddle, but the boy laid his hand on Cotton's arm and pleaded with him not to leave. Cotton eyed the offending hand, and the boy jerked back as if scalded. Talking quickly now, he blurted, "I'm sorry . . ."

"Not half as sorry as you're bound to be, you try to lay that hand on me again."

". . . but I had to speak to you. You see, you might be my father."

Cotton choked out a string of obscenities, and roared, "What the hell are you talkin' 'bout, boy?"

"If only you could think back to 1963. Bayonne. Cute little blonde with big tits and bright blue eyes. Beverly Brockton. Think!"

"Shit, they all got big tits and blue eyes, kid. Besides, that's still no guarantee I'm the guy. Haven't known many virgins in my life." He grinned a lopsided, evil leer. "They tend to avoid old scooter trash like me, you know."

The boy pressed on. "Does the name Alan Swenson mean anything?"

The wall cracked then, and the memories flooded back. Al, Crazy Al, on his old flattie with the red-on-black flames and those apehangers scraping the tree limbs as they putted the lake road to the Blue Goose Lounge. Crazy Al, with that swingin' little blonde chickie hangin' on for dear life as they straightened the curves and flattened the hills in a balls-out race for the first round. Out of nowhere, the blood-chilling scream of locking brakes, then Crazy Al and his flattie wedged under that half-senile old farmer's battered Ford truck. The blonde was found in the bushes, where she'd landed after the impact. Crying, with her bare arms and legs brutally torn and bleeding, a clump of Al's hair still clenched in one trembling fist.

Beverly Brockton.

BLOODLINES

When Cotton raised his eyes, his vision was clouded and blurred, but his voice, when he finally spoke, was harsh as ever. "Okay, kid, I remember the chickie. I remember Al. I remember the whole fuckin' thing — but that still don't make me your daddy."

"But this does." The boy held out a small medallion on a silver chain. Saint Christopher. Cotton recognized it. A gift from his mother, just before he'd left for Korea. A good-luck charm he'd passed on to Crazy Al a year before the wreck. A consolation prize for the chick.

He'd comforted her a week after the funeral. A two-room shanty he'd shared with Al. The blonde sprawled across a grease-stained mattress, sweating in the humid spring air, with her golden hair falling in those tear-swollen eyes. He looked at the boy, trying to see the mother's face in the child's.

"When were you born, boy?"

"November 23, 1963."

"Hell, how do I know you're not Al's boy, 'stead of mine?"

The boy shook his head. "I checked the hospital records. I was premature by almost two full months. Alan Swenson was dead a full month before I was conceived. You picked up on my mother after the funeral, and the two of you ran together for two months before you moved on. It was you, all right."

"Say I am, just for the sake of arguin'. How do you know so damn much about what went on back then?"

The boy grinned. "I've been told I'd make a damned fine cop, if I wanted to. I just did a little detective work. You see, I found out when I was real young that I was adopted. My folks never made any secret of it. And I've dreamed for years of finding my birth-parents, just to know what they were like, you know? So when I turned 18, I started looking. First in New York City, 'cause that's where the adoption agency was. Then in Bayonne, where I found out about Beverly Brockton, and Al Swenson, and another biker named Cotton. Since John Cottonfield was the name on my birth certificate, it wasn't any great trick to figure out who you were."

"I thought them records was confidential."

He grinned again, pleased with himself. "They were."

Cotton cursed under his breath and asked, "So what happened to Beverly?"

"She's married to a Bayonne city engineer. Two more kids — and the old white picket fence. She gave me the medallion. Said that if I ever found you, I should get it back to you. Said your mother gave it to you." He dropped the medallion in Cotton's hand. The older man slipped it into a pocket on his leather riding vest. "Yeah, thanks. What else did she say?"

The boy paused and cleared his throat. "She said that she never got over your leaving her like that. She really loved you, you know. Her husband rides a Gold Wing, but she told me her head still turns every time she hears a Harley pass."

"She don't know where I'm at, does she?"

"No. Doesn't want to, either. I asked."

Cotton silently studied the dusty gravel at his feet as the boy continued. "Once I had your

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name, it wasn't hard to find a place that had your Social Security number. A friend at the VA punched it in and found out you'd stopped in Phoenix for medical treatment in '78. I went out and found an old boy at a cycle shop who remembered you. In fact, he still had a couple of tools you ordered and never picked up. I've got them out front."

Cotton grunted. He motioned for the boy to continue.

"Well, what I finally ended up doing was buying a list of motorcycle registrations from the Highway Department. Did you know that you're the only Cottonfield on the list in the entire state?"

Cotton held up his hand. "Wait a minute," he said. "You mean them cockbreath whores sold you my fuckin' address?"

"Oh, yeah. Businesses buy them all the time, tailor-made for their particular product. Haven't you ever gotten a flier from the local dealership? They got your name from one of those lists. Anyway, I had to hit three different places before I found you, but I did it!" He was obviously pleased with his own brilliance.

Cotton snorted derisively. "Great. So you found me. So fuckin' what? Am I supposed to be jumpin' up and down or somethin'?"

The boy leveled his dark gray eyes at Cotton and paused for half a beat before responding.

"Spit in my eye or buy me a beer, but you ain't walking away from me again, muthafucker. Not this time!"

In a deeper voice he said, "Listen, old man. Maybe you aren't glad to see your own blood. Maybe I am standing between you and the road. Maybe you'd rather not look at me, now or ever, but you know what? I don't give a damn! I spent five long years looking for you all over the damned country. That is beaucoup cash laid out and a lot of hard miles. I'm your *son,* old man. Spit in my eye or buy me a beer, but you ain't walking away from me again, muthafucker. Not this time!" Silent now, he shook with poorly concealed rage.

Cotton slipped the shades off his face and returned the boy's glare. After a moment he sneered and replied, "This all's beginnin' to sound like a fuckin' Johnny Cash song. You talk real tough, but you talk like I owe you somethin'. That the way you see it, kid?"

The boy nodded, and Cotton snarled, "Then take it, shitbird!" He threw his leg over the saddle, but before he could rise up on the kicker, the boy reached out and tagged him with a surprising hard right that almost knocked him sideways. He shook his head, and his weathered face creased in his first real smile of the afternoon as he stepped free of the bike. Circling, with his battered fists at the ready, he said quietly, "Oh, boy, you just stepped in some shit. That's a hell of a way to treat your poor gray-haired ol' daddy now, ain't it?"

The boy held his ground, hands at his side, and smiled at the old biker's taunting. His voice was calm, almost content. "Old man," he said, "you ain't shit."

Cotton had too many years to be psyched out by the boy's words, but the peaceful grin on

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that baby face unnerved him. The kid's cool, all right. Too cool, considerin'. He feinted left and swung right, from the knee, clipping the boy's shoulder. He followed with a solid left, but the boy ducked it easily and countered with a lightning-quick combination to the midsection that left Cotton gasping for breath.

For crissakes, am I really that old? He stepped back before the boy could renew his attack and said, "Kid, I'm just about tired of this bullshit. Now, you want to hit the gate walkin', or crawlin'? Last call, punk."

The boy chuckled, "Old man, play that song for someone who gives a rat's ass. I told you what this is about. I'll hit that gate when my business here is done."

Cotton charged then, before the boy could finish speaking, and got a handful of the boy's shirt in one huge fist. With his free hand he landed one good shot to the kid's mouth. As he drew back for another, the boy jerked his arm up and across the underside of Cotton's forearm, breaking his hold, and he let loose a stiff right jab that caught Cotton in the center of his rib cage. Cotton sucked wind, choking, and started to pull away, but the boy gripped his arm with one powerful hand, raining blows on the older man's upper body with the other. Finally, Cotton came up with a low-crawling left that lifted the boy off his feet, and he broke free. He stood cursing as the boy clutched at his stomach.

Before either could catch enough wind to continue, the plant's security guard intervened. One hand on his holstered revolver, he told them to take their grievance off the company's property. Cotton gratefully turned to his knuckle, but the boy called out, "Hold up, old man. We ain't finished yet."

Cotton swung his bulk over the Harley and turned on the ignition. With a gesture toward the guard, he growled, "You heard the man. We'll finish up across the road."

"Screw that noise and screw him, too. I ain't finished with you yet. Get your yellow ass off that bike and fight, you bastard."

The guard swelled up indignantly and opened his mouth, but before he could speak, Cotton roared, "All right! That's it!"

Snatching a chain from his worn leather saddlebags, he advanced on the boy with homicidal fervor, but the boy sidestepped the first wild swing and landed a well-aimed kick at Cotton's groin. The old biker folded up in a fetal curl on the dusty gravel, immobilized with pain. The security guard stared, goggle-eyed at the boy's speed. The fight was over.

"Well, old man? Ready to buy me that beer now?"

"Fuck you, kid. Where in hell'd you learn to fight?"

Laughing, he replied, "You ain't the only one who's been down a few dark alleys. I learned the same way you did — on my hands and knees, puking up breakfast after some old boy whupped it out of me."

"You learned, all right. Help me up, willya?"

He laughed again. "I fell for that one, too — once. You get yourself up, old man. I'll still be here."

Cotton grasped the knuckle's bitch bar and pulled himself to his feet. Rubbing his bruised crotch, he said thoughtfully, "Maybe you are my son, after all. You fight 'bout as fair as I do."

"Yeah, I'm your son, old man. In more ways than one. I even drink the same beer you do. That's a hint, by the way." He wiped a trickle of blood from the corner of his mouth and smiled.

Cotton waved his hand. "Okay, okay. I'll buy you a fuckin' brew, kiddo. Man! Ain't even been a daddy a damn hour and I'm already spendin' money on you."

> *"Only thing that'll make me feel better is an ice pack, and some sweet li'l hardbelly to put it where it'll do the most good."*

"Well, if it'll make you feel any better, I'll buy the second round."

Cotton flashed his lopsided leer. "Only thing that'll make me feel better is an ice pack, and some sweet li'l hardbelly to put it where it'll do the most good."

"Settle for a beer, asshole."

"Watch how you talk to your daddy, boy."

The security guard scratched his balding head, confused by the sudden jesting.

★ ★ ★

Cotton idled the knuckle outside the gate, gingerly shifting his weight on the wide saddle. Damn, that kid could kick. He waited and was shocked to hear the muted roar of another Harley engine. As he watched, the boy idled a road-weary black rigid shovelhead out from between two company vans and across the concrete apron to the driveway. The bike was as worn and battered as his own, but at a glance he could tell it had been carefully assembled by experienced hands and built, like his own, for the long haul: five-gallon fatbobs, a mechanical brake, wide glide, a comfortable butt bucket, highway pegs, and a short rack that was just tall enough to lash on a sleeping bag, a backpacker's tent, and a dusty leather jacket. When he'd pulled up beside Cotton, the older man asked, "That yours?" The boy nodded, smiling.

"Build it yourself?"

The boy grinned. "See, old man? I told you I was your kid!" ■

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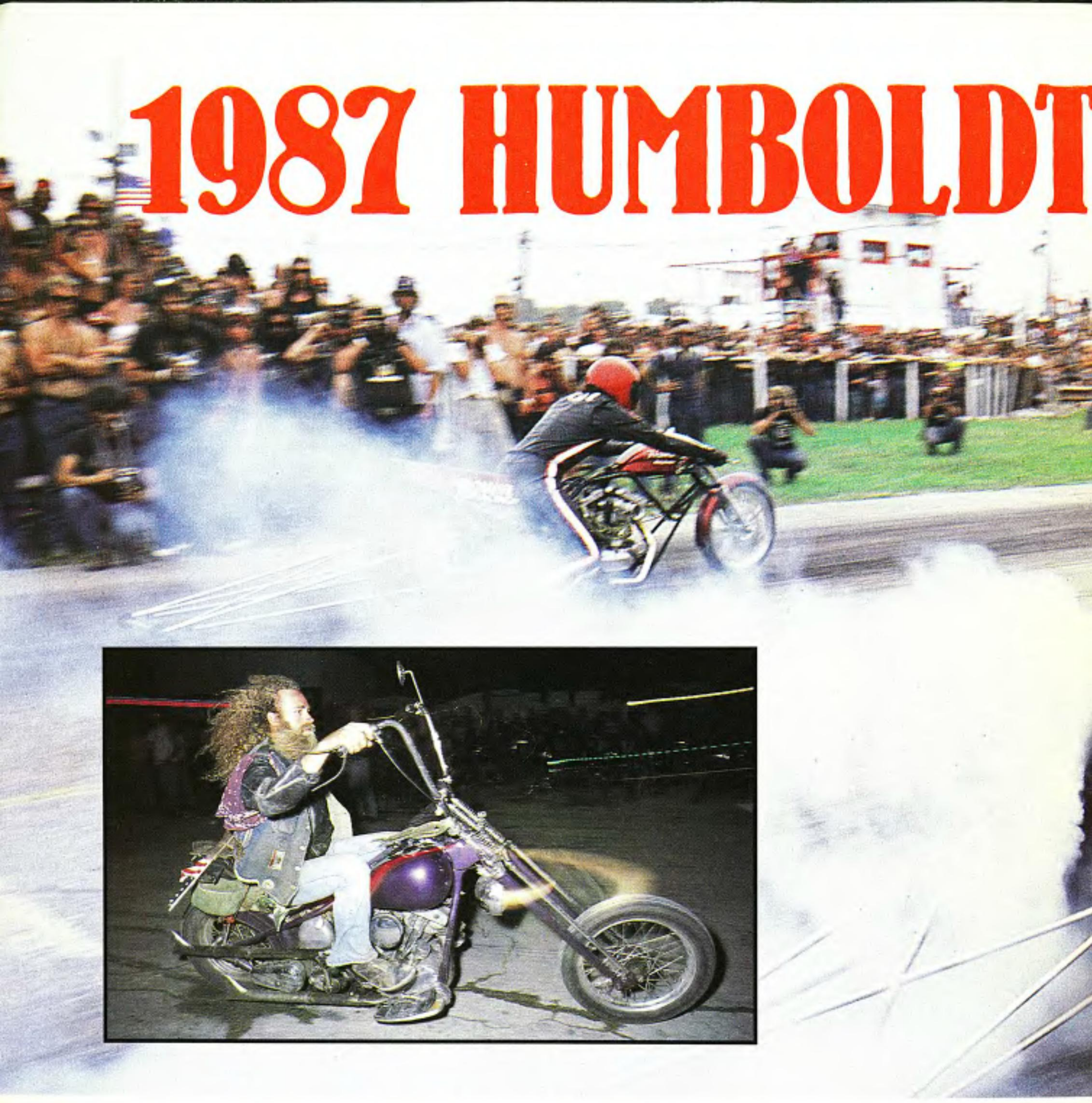
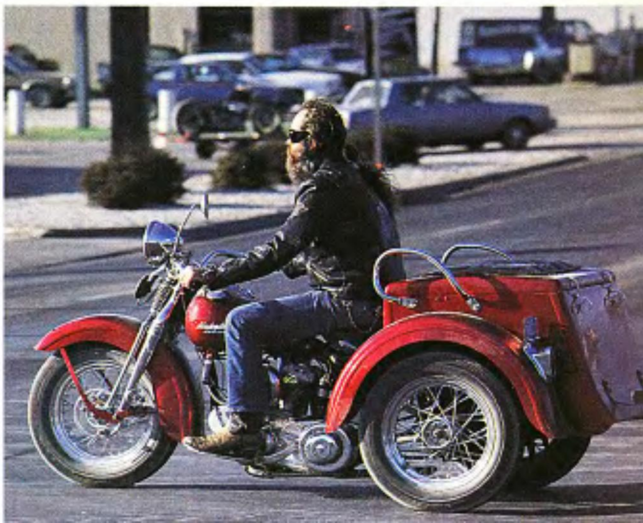
1987 HUMBOLDT





HELL-RAISER

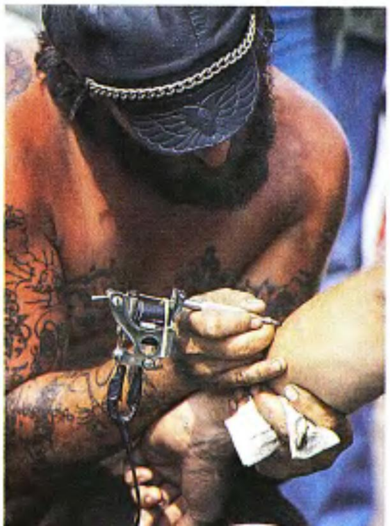
Beer kegs, badass bikes, and brotherhood

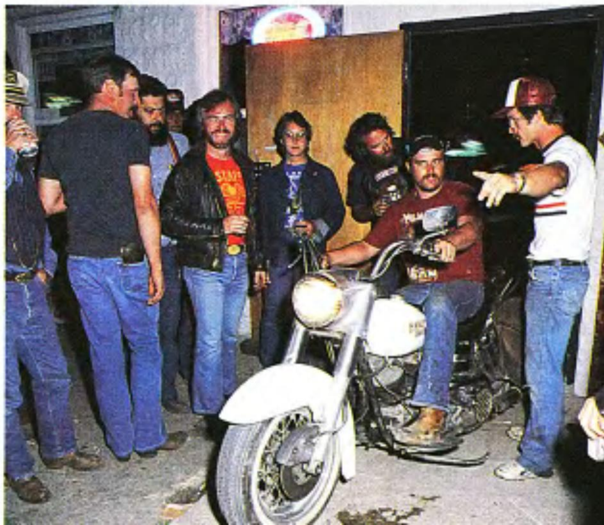
With everything from arm-wrestlin' in the woods to a growing involvement with community relations, the Humboldt, Iowa, happening that's chained to the Iowa Hog Drags is rapidly becoming a major Midwestern run.

Back in 1984, Tator, an Iowa racing freak, owner of the Iron Horse Speed Shop, and a five-year, eighth-mile asphalt churner, decided to stage his next major drags in either Sioux Falls or Humboldt. He presented the notion to Clay Johnson, then-president of ABATE of Iowa, and a natural partnership fired up like a magneto spark hittin' nitro.

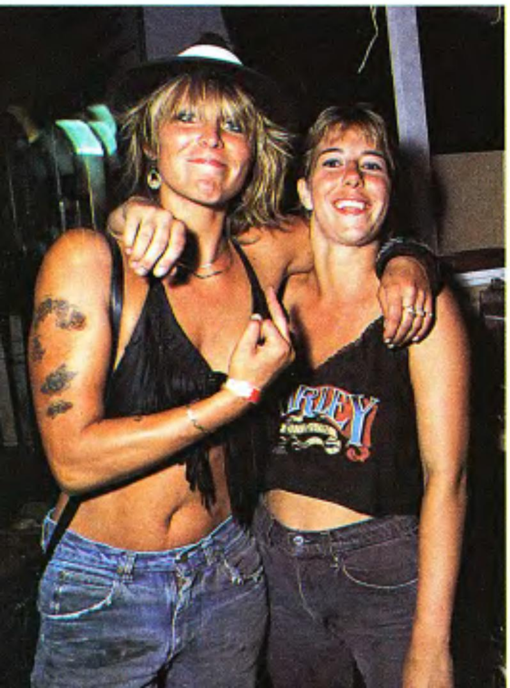
The brothers of ABATE made a major commitment to put on an annual biker bash for the Iowa bike clan, and Tator staged the drags. Clay, with the dedication of his wheelin' bros and Rip Rapple, a riding city councilman of Humboldt, went to work organizing an event that was ultimately staged at the Humboldt Fairgrounds. It drew 2,500 riders and was rocked by John Kay and Steppenwolf.

Sure, the organizers ran into the usual ration of





pessimism and paranoia, but they overcame the opposition and drew 3,800 riders the following year. Some came from as far away as Germany, Southern California, Alaska, and Washington. And in 1986 Commander Cody lit up their Fourth of July nights with timber-shakin' tunes. The community began to notice added coins in its coffers. Then light poles went up around the park, telephone booths were installed, and the ABATE brothers built a formidable stage to entertain the riders — all to be used by the community during the remainder of the year.



Photos by Michael Lichter

In 1987, five thousand riders came to Humboldt to party, watch some of the fastest V-twins on the planet, and listen to Black Oak Arkansas and Starwolf. The top fuel distinction went to Pete Hill on his blown knucklehead, and Tator pulled down the top speed of 147 mph in the eighth-mile on his double shovel. And *Easyriders* staged another dust-blowin' rodeo. Scooter people rolled in from more than 23 states and a foreign country or two. The weather was fine, the roads were comfortable, and the cops were cool. Shit, even the county sheriff rode a Gold (cough) Wing on his off-hours.

While Humboldt was cookin', the nearby half-biker town of Rutland had street drags that ran past the 24-hour-a-day Rabbit Hutch Saloon (owned by scooter people), the only gas station in the burg, the beef locker plant (the major industry for cattlemen), and the Hog Shed (last but far from least, the town's bike shop). Rutland became bikertown and the Man kept his distance — respect for respect.

This Fourth of July will be bigger and better, with the same kind of fireworks — 'cept the new ABATE coordinator, Dennis Field, said the brothers are working on a sanctioned flattrack race to add to the tunes, the tits, the drags, the good people, the mellow community, and the Rutland street drags.

Sounds like a good time to me, but what the fuck do I know? — Bandit

Keepin' Cool An' Stayin' Clean This Summer

Crash Bar Cooler

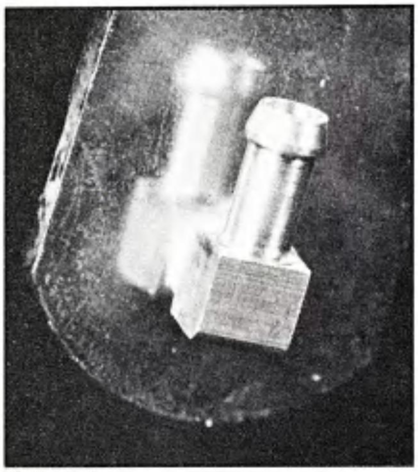


Photo by Rip

Here we are, approaching the dead of summer. I mean, ya can fry that old proverbial egg on the sidewalk — although I can't imagine why you'd want to. Nevertheless, it's damn near possible.

Being a desert rat myself, I've kinda gotten used to it, but the old putt doesn't work as well in this oven-hot temperature. High heat makes oil thin out, and once oil loses its viscosity, it doesn't do its job of decreasing friction. Consequently, metal parts rubbing against each other without proper lubrication tend to try welding themselves together. Metal galling and/or pitting starts appearing on bearing surfaces. Some oil coolers do a good job, but they can't do it all in extremely high temperatures.

Bill Townsend, a friend from Mentone, California, came up with this idea. He simply found an old crash bar and put fittings on both ends, using an R drill. (You can use a 21/64" or an 11/32", but be careful — the book calls for an R bit.) Then he gently tapped the holes with a 1/8"-27 NPI tap.

Some folks call such bars "rollover bars," and the parts catalog lists 'em as "safety guards, front and rear." In any event, it's the front bar we're concerned with, the one-piece unit with one small hole on each end for condensation buildup. The parts numbers for swingarm panheads are as follows: 49037-58B for the black painted one (Police model); 49038-58B for the chrome (civilian) one; and 49016-72A for the nice, fat safety guard for

Duralt Fuel Additive

Photo by David Parker

In their infinite wisdom, the feds have outlawed leaded gas. Now, they may be right — lead is real bad stuff, especially for kids. But, they have left us with low-octane unleaded gas, while we're still running scoots designed with high-octane leaded in mind.

In the spring of 1985, Harley began a test program with Polar Molecular Corporation of Saginaw, Michigan, to determine the effect of burning unleaded fuel in older Harleys. Polar also provided a new fuel conditioner, Duralt, to be tested in some of these bikes, a fleet of FLH Police motorcycles. Four bikes, all purchased in 1978, had new heads installed at the start of the test; two others, purchased in 1980, were examined and reassembled with their original heads. Two of the older bikes and one of the newer ones used Polar Molecular's Duralt fuel conditioner blended in their 87-octane unleaded gas; the others used straight 87-octane unleaded. At the end of the season, each bike was torn down for complete inspection.

Before even looking at the engines, Harley's people asked the officers how they ran. The three bikes running unleaded *without* the additive had problems with stalling on deceleration, knocking and pinging at the low speeds typical of most of their driving, and poor acceleration. Spark plugs fouled frequently, and one bike had to be towed.

Three cycles used the same unleaded gas but with the recommended one ounce of Harley-Davidson Genuine Fuel Additive (Duralt) per 2.5 gallons of fuel. *None* had stalling problems. One officer reported minor spark knock at low speeds, but felt that "the increased performance made this annoyance tolerable." The same rider stated, "I had never experienced this power before on any Harley-Davidson FLH." All three officers felt that acceleration above 35 mph was much better than they had experienced in the past with leaded.

Engineers from both Harley-Davidson and Polar Molecular examined the engines at teardown. The first thing noticed was that the cycles using fuel treated with Duralt had much less garbage in them. The bikes that had been run on straight unleaded not only had more deposits, but the deposits were harder and more abrasive than those found in the bikes run on treated fuel. There was virtually

shovelheads. Evo engines are supposed to operate fine even without oil coolers.

The secret to this operation is to make absolutely sure that no, I repeat, *no* steel shavings get into the oil system — so the essential items needed are air pressure, a strong magnet, and solvent to douche out all the impurities and possible rust that may have gotten inside the bar. Harley 20-50W works best in the newer engines, but something heavier should go in the older models — especially if ya have loose-fitting parts.

Enjoy the summer. All this talk of drilling and holes has set me to thinking about cranking up the old putt and heading for a bar — as soon as the sun's down. That's the time for us desert rats to play. — Rip

no valve seat wear.

How does Duralt do all this for our scoots? It keeps their combustion chambers clean, it lubricates valves and cylinder walls, and it increases the amount of gas that actually burns, rather than blowing out the pipes or forming deposits.

The engineers at Harley-Davidson designed your bike to perform best with a clean engine and with the compression ratio originally built into it. Unfortunately, most engines do not stay clean. Deposit buildup begins with the first mile and continues rapidly for about 10,000 miles, then levels off. As these deposits build up, the compression ratio increases — and so does octane demand, the measure of the octane required to operate your engine under normal conditions without knock. On a very dirty engine running leaded fuel, it may increase as much as an 8-octane rating over design specs. Engines burning unleaded may see an increase in octane demand of 10 or more. For additional information on unleaded fuels and the effects of additives, write Charlie Webster, Polar Molecular Corporation, 4901 Towne Center Rd., Saginaw, MI 48604. — Dave Parker

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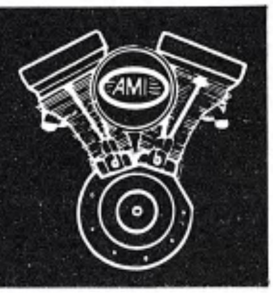

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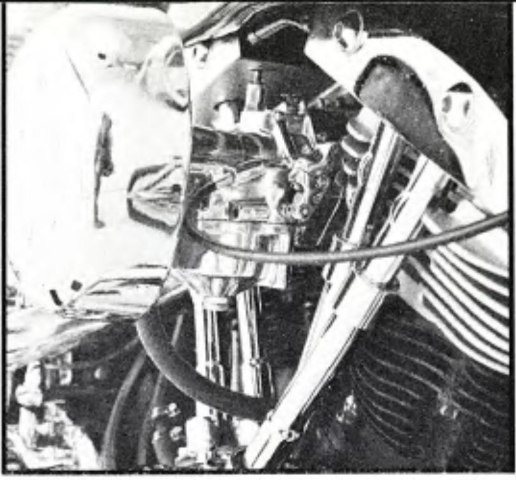

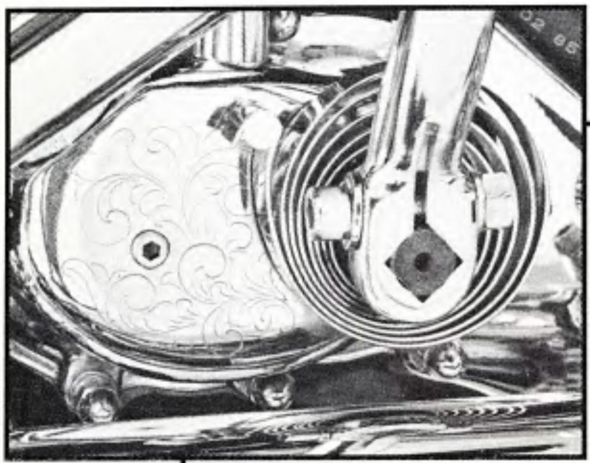

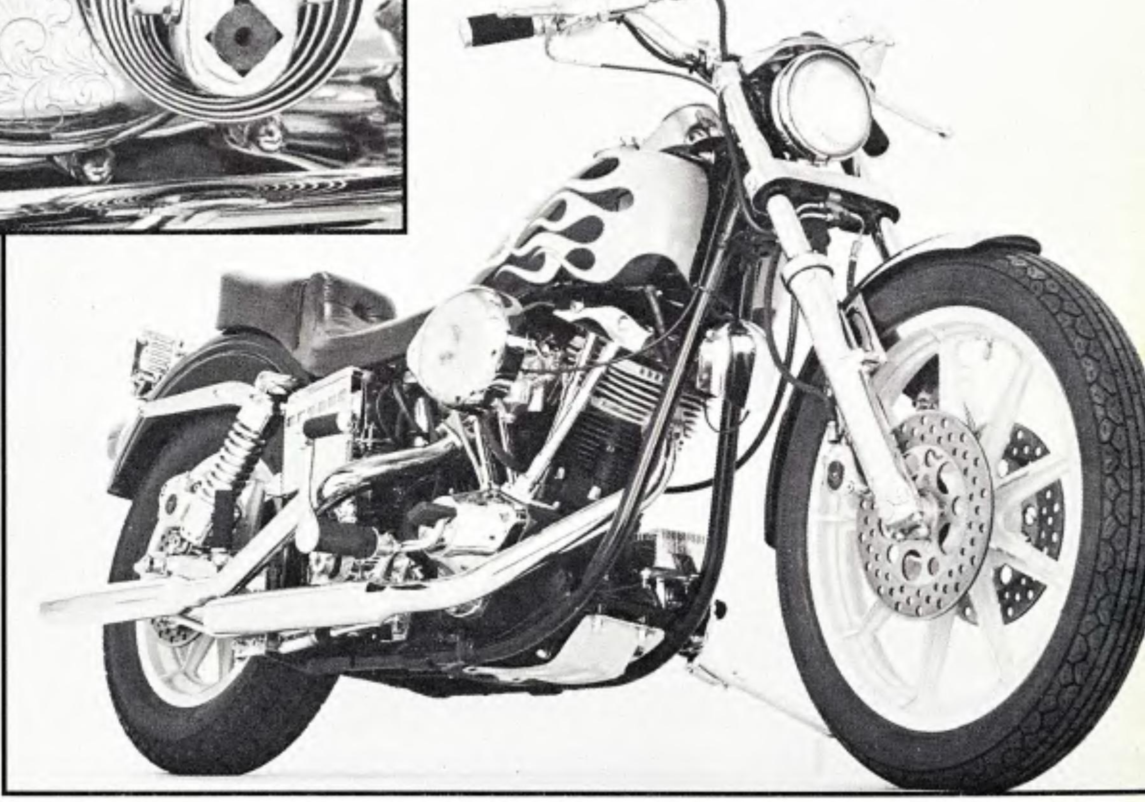

Collette McComb, Bay Area, California
1979 Low Rider

Before your eyes get too unscrewed over this 5'10", green-eyed blonde, let it be known that her ol' man is Ron Simms, the owner of Bay Area Custom Cycles. So natch, she has one clean, baby-blue-flamed machine — but she earned it, or earns it, depending on how you look at it.

After livin' with Ron for a while, keepin' his 8,000-square foot pad neat and tidy and all his exotic wheels sparklin', she asked if he'd build her a ride. Ron said, "No Sportster for my ol' lady." So he took this little Low Rider, detailed the livin' shit out of it, and set it under those ultra-long legs.

'Course, now she has a couple of other duties besides looking so fine she'd stop a caravan of trucks. She's lookin' after their kid, Carson, running for parts and chrome, and over to Horst's for paintwork — but mostly she's keeping her man comfortable.

In some circles that's known as job security.

—Snake

Year: 1979

Engine: 80 cubic inches with S&S carb, 440 Sifton cam, and Sifton solids

Transmission: rebuilt with CCI pro-comp gears, first and third

Chassis: stock frame with straightened and chromed swingarm

Model: Low Rider

Forks: stock front end shortened 2 inches, polished and chromed

Wheels: stock mags and brakes front and rear; both polished and painted

Finish: black lacquer with baby-blue flames

Credits: built by Bay Area Custom Cycles, engine by Bob Gomes, seat by Al Simmons (Mustang)

Special features: gold-plated pushrod covers, Barnett clutch, Mustang engraving

Photos by Pete Chiodo

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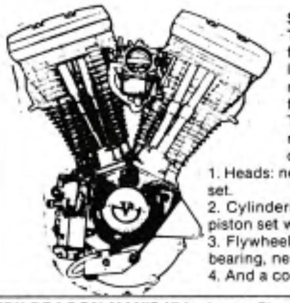

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2. Cylinders: beaded, baked in oven, then painted and bored, new piston set with rings.
3. Flywheels: rebuilt rod set, balanced and trued, new pinion shaft bearing, new sprocket bearings.
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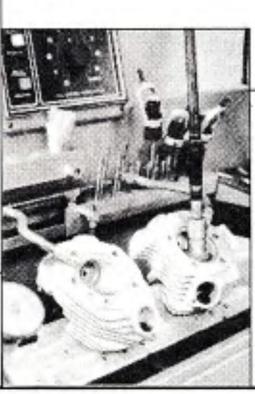

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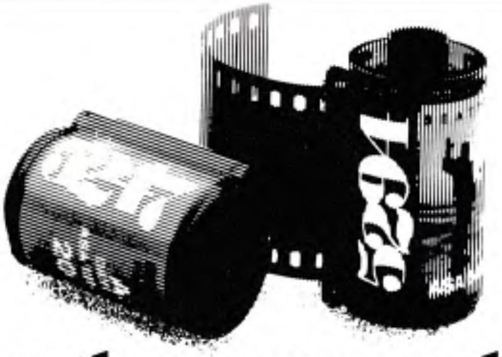

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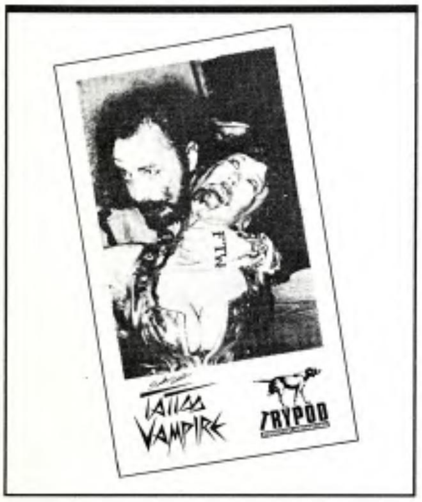
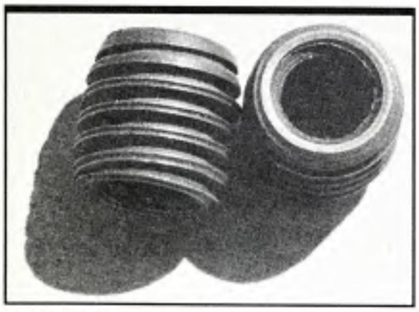


TATTOO VAMPIRE

This is disgusting. No, not the tape — that's fuckin' horrible. What's disgusting is what some people will do to reach the celebrity stage of being published in "Parts Box." But, hey, all jobs should have their perks, don't ya think? Anyway, I didn't do too bad on this one, 'cept when I played Spider Webb's *Tattoo Vampire* on the ol' VHS, my ol' lady and all my precious kids split — for good.

For more blood-curdling information, write the man himself, Spider Webb, Dept. ER, 220 Main St., Derby, CT 06418; or send $32.50 directly to Tripod Enterprises, Dept. ER, 106¼ Lexington Ave., Box 216, New York, NY 10016-9828.



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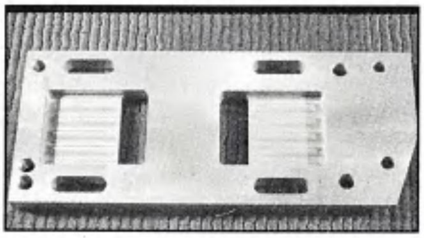
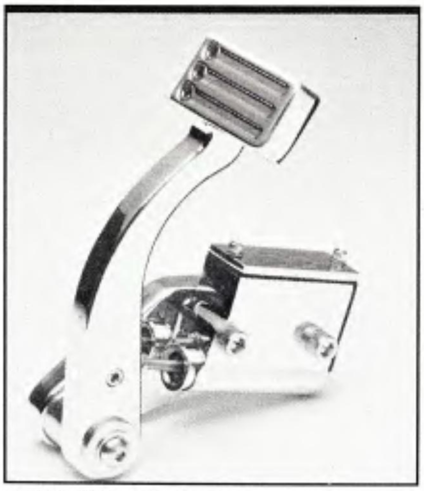


TRANNY PLATE

Don't you just hate it when you look at the new scooters and see more and more old parts being left off? Here's a product for you weight-conscious riders. Check out this beautifully machined transmission plate made out of 6061-T651 heat-treated aluminum, bored out to fit any four- or five-speed transmission.

The transmission fits the slots tighter than stock. And this plate is especially good for proper alignment of belt-drive units. For more info, get hold of Blu-Arc Distributors, Dept. ER, 1171 South Hwy. 49, San Andreas, CA 95249.



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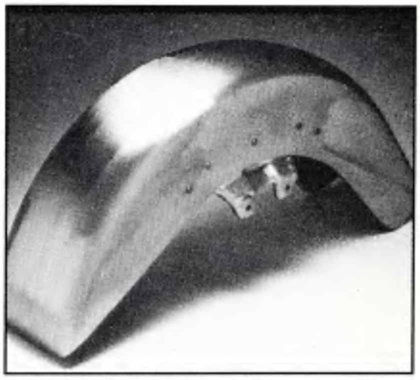
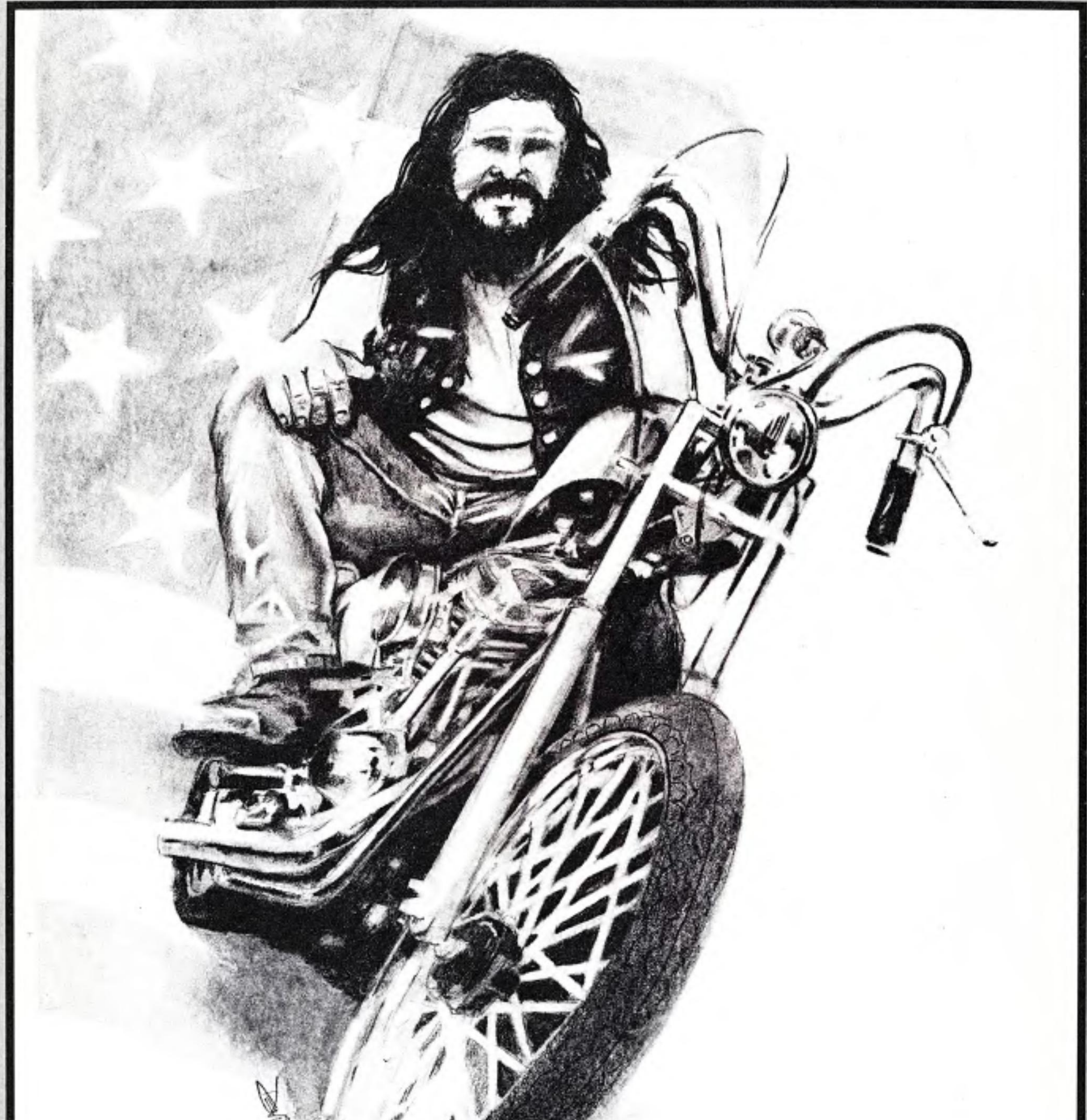


FAT FENDER

This precisely crafted reproduction of the 1954-1984 FL fender, with properly rolled edges and structural reinforcement, will also fit FLTs and FLHTs when additional trim holes are drilled. The unpainted fender, CCI part #13-193, is available from Custom Chrome dealers worldwide, or write: Custom Chrome, Dept. ER, 1 Jacqueline Court, Morgan Hill, CA 95037.

Buyin' A Ride

by Carl W. Schwamberger



As Sue Ann cleared away the supper dishes, Reb leaned back in his chair and stretched his massive arm along the edge of the countertop behind him, carrying the newspaper in his hand up to eye level. Buck leaned back in his chair, worked a toothpick around and watched as Reb carefully folded the paper to the classified section. The big man's eyes swept steadily through the transportation ads, then slowed as he reached the column headed *Motorcycles*. There was no classification by make here, so each tiny ad had to to be examined: *'84 Suzuk . . . '87 Hond . . . '85 Kaw . . .*

Bored with what had become an unvarying part of every evening's routine, Buck began to pay attention to one of the kids and casually watched Sue Ann fuss with things in the kitchen. He'd never had any urge to marry—the old panhead was his only real love. But there were times when he envied Reb and his woman. They'd been together for seven years now, and there was every sign that they'd done nothing but good for one another and for their friends. No doubt about it, Reb and Sue were good people who'd go the entire distance for their brothers and sisters. So it had been a cruel twist of fate when, four months earlier, Reb's ride had been ripped off. Now, with the insurance check safely in the bank, they'd been searching for the past week for the right replacement.

"This has got to be a typo," Reb declared as he shifted his weight and the chair's loud creaking obscured some of his words.

"Huh?"

"A Glide for only 65 dollars has gotta be a mistake," replied Reb.

Distracted by the four-year-old thrashing in his arms, Buck leaned over the table to get a better look.

'87 Harley-Davidson FLHS Electra Glide Sport, 1,500 miles, well cared for, $65; 463-2271.

Buck quietly read the print next to the massive finger, then settled back in his chair. "It's what you been lookin' for. Call 'em an' see what they want."

Reb leaned back for the phone on the wall and quickly punched in the numbers. "Hello, yeah, I was callin' to see if you still had the Harley. First one to call, huh? Where's it at? Yeah, well the paper looks like it's got a mistake in it on the price. What are ya askin'? Sixty fi . . . Welllistenladywe'llberightoverdon'tmove!" The last words tumbled out of Reb's mouth like a broken belt from a sprocket. Simultaneously standing up, pitching his chair over, and sending the phone flying for the wall hook, Reb raced for the door. Slack-jawed, Sue Ann and Buck stared at the splintered screen door that now barely clung to its one remaining hinge.

* * *

"This . . . can't . . . be . . . right . . . it's . . . gotta . . . be . . . a . . . set-up," gasped Buck, still winded from the sprint across the yard and down the street to catch the departing truck.

"The lady said 65 dollars. Heard her clear as hell. An' what're we gonna do, go back home an' spend the rest of our life wonderin' if it was fer real?" Reb shot back.

"Yeah, sure," said Buck. "Fuck, that's a Forest Park address. Those people are so rich they prob'ly don't really know what prices are. The dude prob'ly had his secretary buy it an' ain't got no idea what he paid for it." This said, both men fell silent as the old truck rattled through the streets.

* * *

Forest Park appeared with its golf-course-size lawns, elaborate three- and four-story residences, and limousines that glided silently along the flawless pavement. Buck gawked as he saw three different cars made by companies he didn't know existed. Reaching the correct address, Reb turned the decrepit truck up the driveway. He stared at the odometer flipping one, two, three, four tenths of a mile before he eased to a stop in front of a three-bay garage. Both men sat in the pickup for a moment, then silently got out and headed for the front door.

Presently a woman answered the bell. She was somewhat past 50, with a face and body well preserved by money. Buck told her why they were there, and she led them, chattering all the while about the nice day and her flower beds, down the walk and into the garage. There, next to an '86 red Corvette and a gleaming Mercedes sedan, stood the bike, looking like it belonged on the showroom floor. Buck performed his open-mouth act again as Reb, doing the only thing he could think of, slowly walked around the machine, staring all the while. The woman rattled on about the low mileage and the excellent care the dealer had given it and how she had the title right there, already signed. Finally Reb asked the price again. "Sixty-five dollars, firm," she replied with a smile.

"I'll take it," Reb managed to get out. Feeling like this was some kind of dream, he yanked out his wallet and counted out the worn bills, then handed them to the woman.

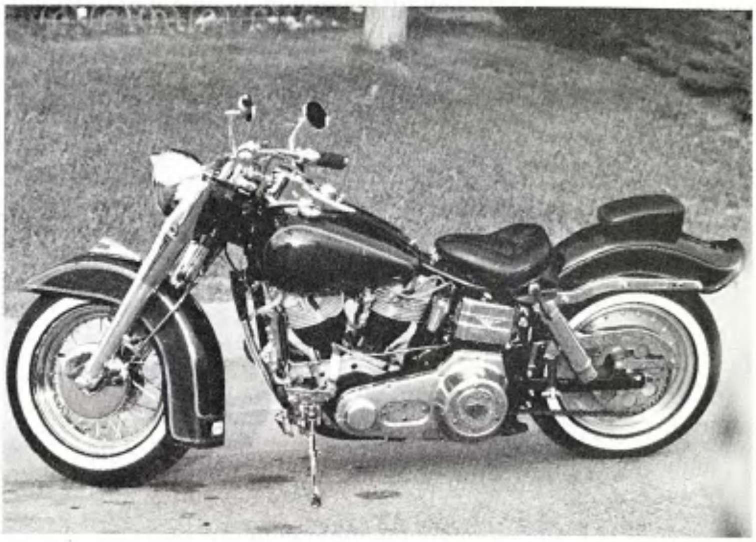
"Thank you, and here's the title. I hope you'll really enjoy it," she said pleasantly. "It's such a beautiful machine, and I always enjoyed. . ."

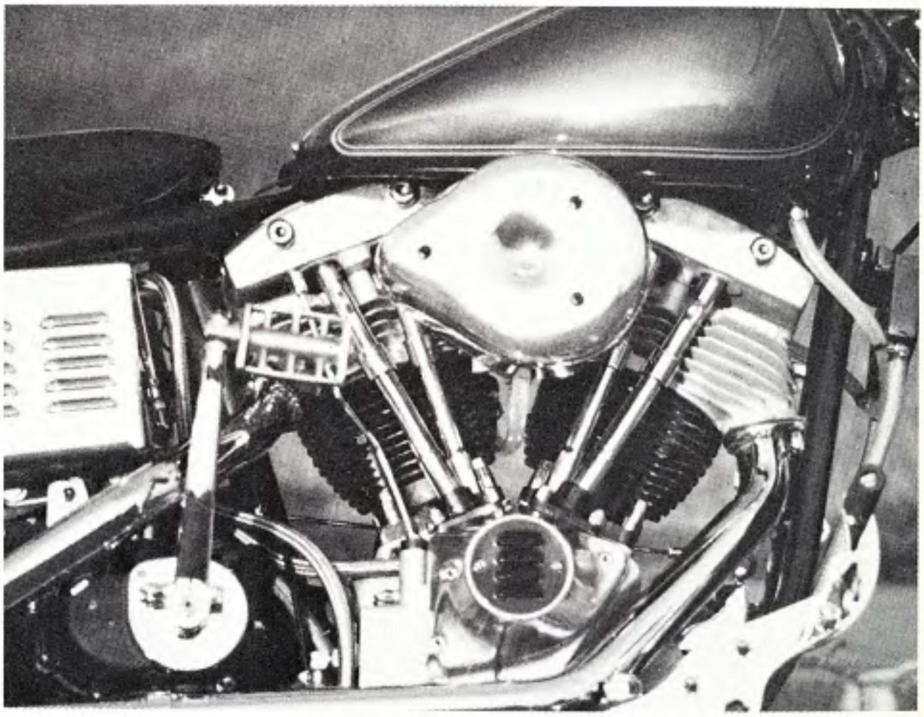
Reb, staring at the title in his hand as if it were about to turn into a winged rabbit, could contain himself no longer. "Lady, I just gotta know what the hell is going on here. What's the catch? What's wrong?" the big man nearly shouted as he finally lost his cool.

"Oh," laughed the woman, "that's what's bothering you. Well, I'm nearly 60 and I've been married to the same man for more than 30 years. Five months ago, without a word or even a note, he ran off with a much younger woman. I had to hire a detective to find out what had happened to him. Then, just last Sunday, I received a telegram. It said: *"Out of money. Sell the bike."* ■

"The lady said 65 dollars. Heard her clear as hell. An' what're we gonna do, go back home an' spend the rest of our life wonderin' if it was fer real?" Reb shot back.

READER'S RIDE





Year: 1978

Model: Low Rider

Engine: 440 Andrews cam, Manley valve springs, stock lower end, solid lifters, S&S carb

Forks: 1950 Hydra-Glide with stock headlight and drag bars

Wheels: front: 16-inch stock with mechanical brake; rear: 16-inch with H-D disc

Transmission: new seals, belt drive, and mousetrap

Chassis: stock 1978 swingarm frame

Finish: 1977 Cadillac maroon and 1977 Ford metallic black

Credits: paint by Mad John; motor built by Joe Swirl; special thanks to Rev. Mowak, Big Ed, Gary, Mug, and John the wrench

Special features: catseye dash, amp gauge, bullet shocks

Ted Novak, Albuquerque, New Mexico
1978 Harley-Davidson Low Rider

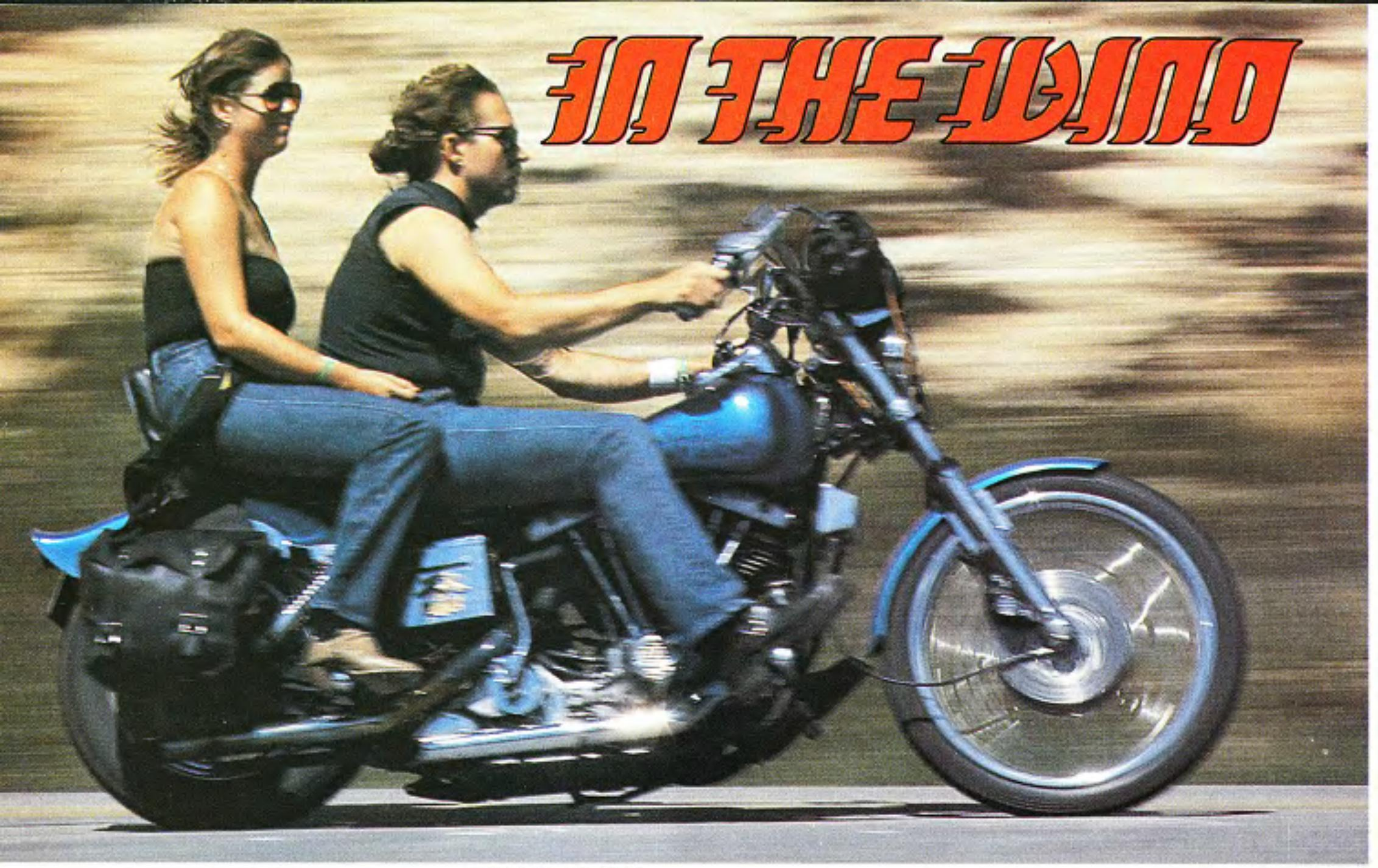
I've seen brothers dedicated to their scooters — but Ted is a man devoted to every detail, and he has even thrown in an element of his favorite brew — Little Kings.

Originally from Pittsburgh, this machinist of government subcontracted parts and parts for his partners' scooters is a detail fanatic — from the stone-stock 1950 Hydra-Glide to the light on the front fender to the glass blue dot on the taillight. And his dedication to Little Kings Cream Ale is also reflected in his catseye dash, brake pedal, license plate bracket, and front fender tail.

Dude must enjoy that brew. —Suds

Photos by Terry Moore

IN THE WIND

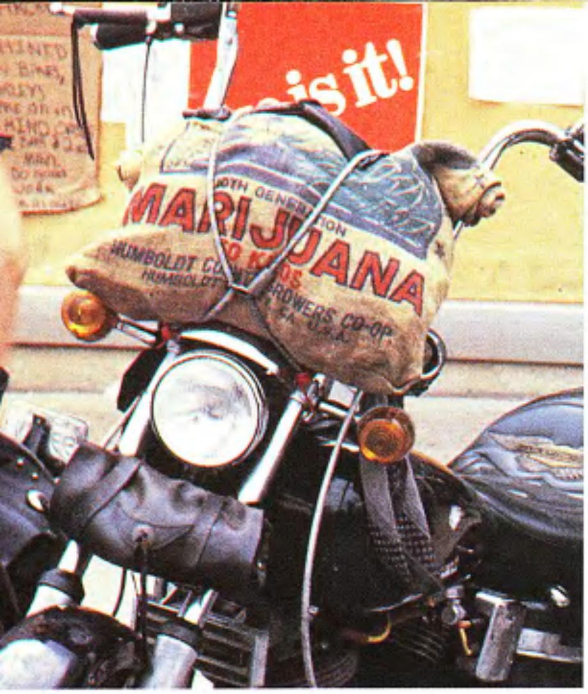


—Dirty Ernie, Neb.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2¼ x 2¼) — nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff — these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this — we now pay $30 for *every* black-and-white photo we print, $100 for every color photo we print *full-page*, $50 for every color photo we print *half-page*, and $40 for every color photo printed *smaller than half-page.*) Send photos to *Easyriders,* Box 3000, Agoura Hills, CA 91301.

—Kodak Bill, Memphis, Tenn.

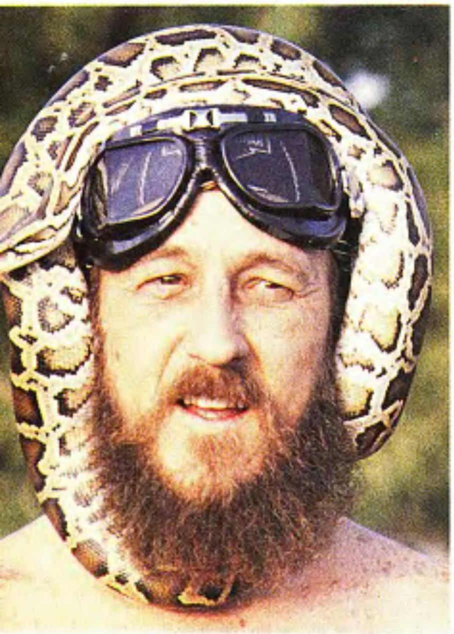
—McGranahan, Buffalo, N.Y.



—Wolf, Franklin, Wis.

—Lou Trulock, Jacksonville, Fla.

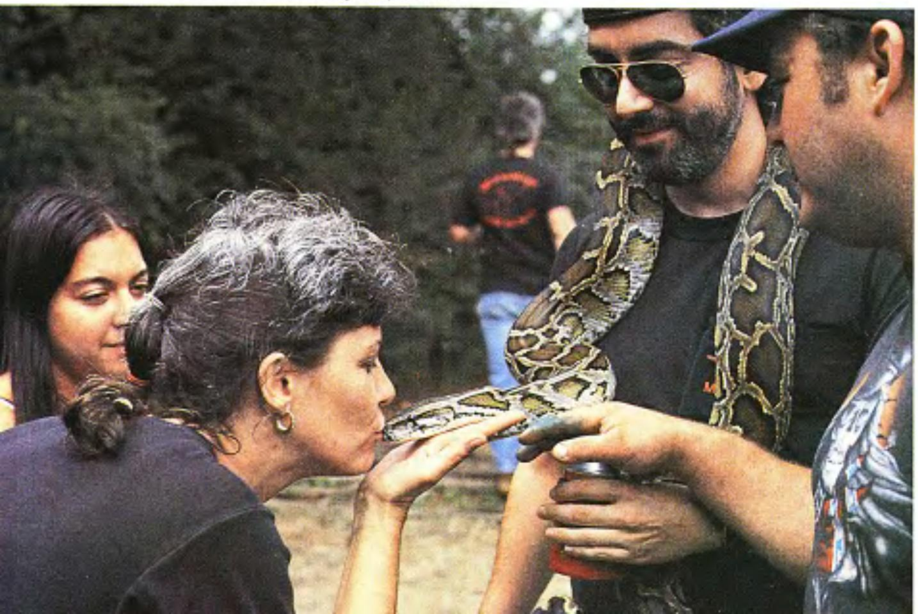
—Stuart Arends, Roswell, N.M.



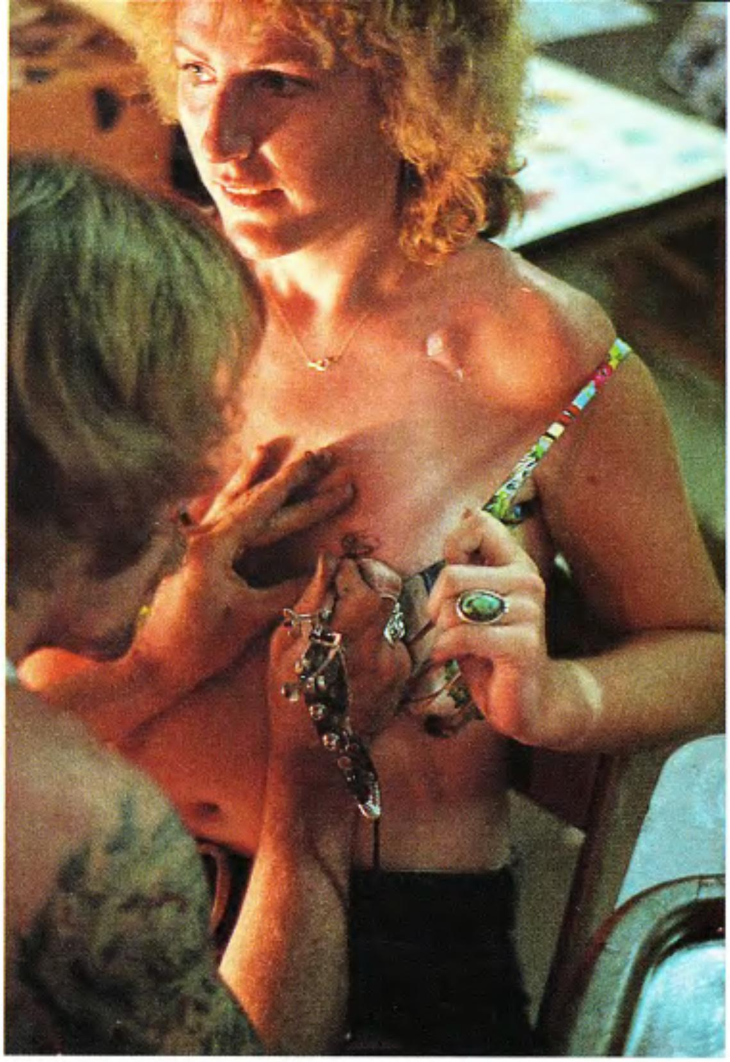
—Mad Doctor, On the road

—Kodak Bill, Memphis, Tenn.

—Funk, Universal City, Calif.



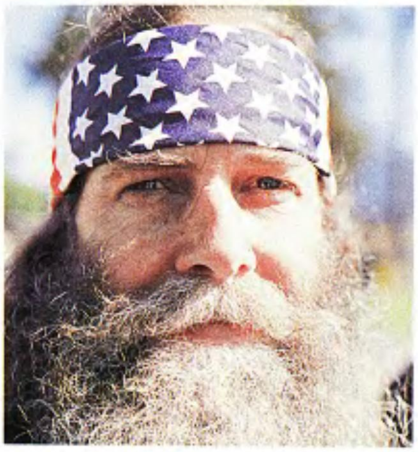
—The Breeze, Virginia Beach, Va.



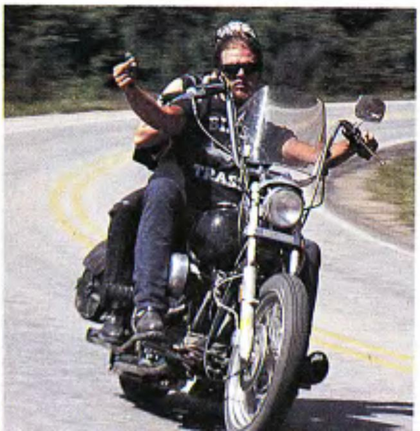
—Funk, Universal City, Calif.

—Unknown bro

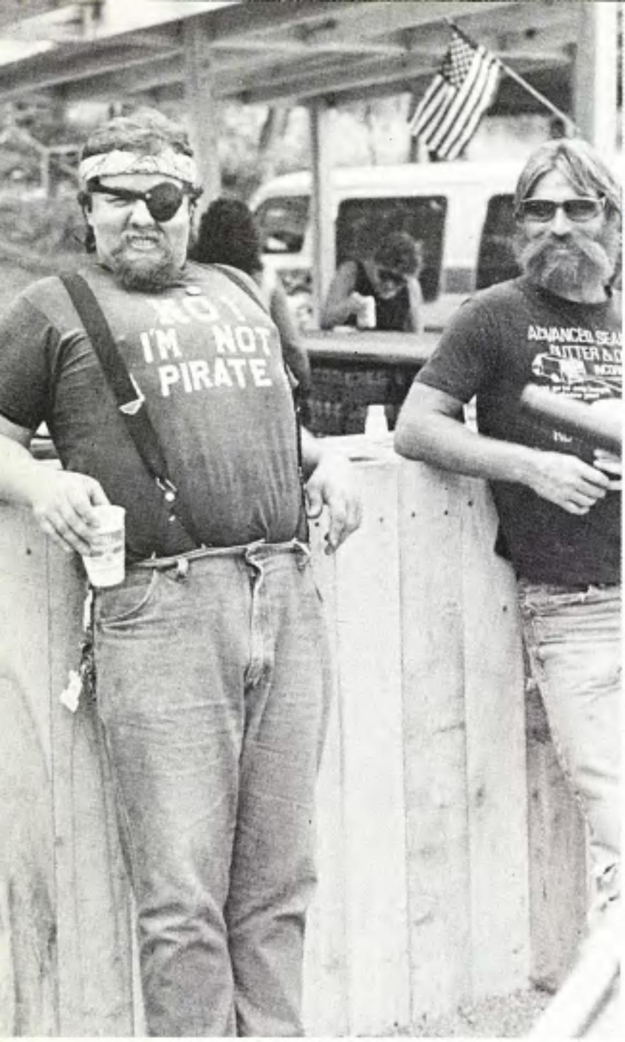
—Mad Doctor, On the road



—Dirty Ernie, Neb.



—Mad Doctor, On the road



—Mary Beth Obitz, Racine, Ohio

—Butcher, Nashville, Tenn.

—Randy Cullen, Yuma, Colo.

—Niki Davis, Yakima, Wash.

—Peg Jones, Medicine Hat, Alberta

—Rick Floding, Detroit Lakes, Minn.

— *from Gerald Blakey, Rhinebeck, N.Y.*

— *from James Kemp, Baltimore, Md.*

— *from Curtiss Osborne, Highland Park, N.J.*

Heritage

When you first see me, I might hear you say,
"Look at that biker trash going his own way."
Yes, it's true I have a beard.
So did Abe Lincoln.
And yes, it's true I have long hair.
So did Andrew Jackson.
And yes, it's true I do wear leathers.
So did Davy Crockett.
These are our ancestors; they're a lot like me.
You don't look down on them, but you sure
look down on me.
But I wear the beard to protect my face
From the sun, wind, and scars that time can't
erase.
The long hair I have, that's what I select.
It's not this way because of neglect.
These leathers I wear for my own safety.
To shield me from cagers, who say they
can't see me.
This bike is my life; it gives me great pride
That all one-percenters can feel deep inside.
My ride is a Harley, and I can honestly say
That my ancestors died for the American
way.
Freedom is my choice, and it comes from
inside me.
It makes me feel bold that I can always ride
free!
So look at me now;
Shake your head in sorrow.
I may be the man
Who saves you tomorrow.

—Cowboy Hurt
Bear Meier

"YOU'VE HAD A MOTORCYCLE ACCIDENT."

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LEGAL EAGLE

Easyriders

FOX HUNT

Make $500 by being selected to model for an *Easyriders* feature! New winner every month!

OKAY, MEN — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way — if your entry is selected as the monthly winner, you get $150 for sendin' in the photo; the cutie gets $350 for modeling at our studio or location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed in) and maybe — just maybe — even a ride on a Harley.

The winner is selected by our lecherous staff, based on how many votes are received and the reason given why you want to pose for *Easyriders*.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model.

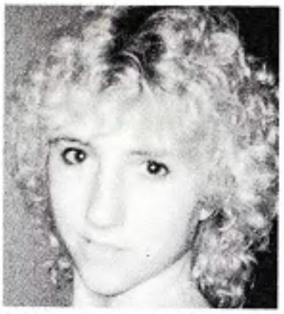
Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us exactly why you want to be the *Easyriders* monthly fox feature. Your message just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides — no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag — vote *now*.

The deadline for this month's issue is May 31, 1988. We'll print the winner in the October issue. Send your vote — on a postcard or the back of a sealed envelope — to #180 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the second monthly winner in our Tenth Annual Fox Hunt — Cherie, from Minneapolis, Minnesota. See more of her in next month's issue.



FOX HUNT
Box 3000
Agoura Hills, CA 91301

180

I hereby give *Easyriders* Magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name and to keep changes in or additions to such photographs or portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______
Address ______
City ______ State ______ Zip ______
Phone day ( ) ______ night ( ) ______
I am ______ years of age, born ______
I will pose Topless ______ Full Nude ______
Model's Signature ______
Notary ______

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______
Address ______
City ______ State ______ Zip ______
Phone day ( ) ______ night ( ) ______
Photographer's Signature ______
Notary Seal

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.

Why I want to pose for *Easyriders* (25 words or fewer):

______
______
______

I'd be thrilled to get a chance at posing for the best biker rag around!

Dana

I want to put all these other chicks to shame with my perfect body.

Vickiy

Hello, lecherous staff. I feel that I could add enjoyment to your magazine.
P.S. The Harley ride sounds fun, too.

It would be a real turn-on to pose for Easyriders, and my Sportster could use the money.

Dawn

FEBRUARY FOX HUNT WINNER

Meet Erin, a tasty little schoolgirl from South Carolina. When she gets off the back of her ol' man's Sportster after ridin' along the Carolina coast, she can be found hittin' the books, waitin' tables, or partyin'. We found her to be an excellent model, with a tankful of energy. You can check the results on page 76. Nothin' wrong with a book-smart woman.

I desire to show you how to climb on topless.

Lisa

There are a lot of things I want out of life. One of them would be to ride through the pages of your magazine.

Kellie

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 1,500,000 readers every month, call (818) 889-8740.

ALL SERVICES

Hawg Head-Quarters, Inc., Professionals performing with practical pricing. Send SASE with desired work to be performed to: 705 Anderson St., Belton, SC 29627. (803) 338-6663.

ANODIZED & ENGRAVED PARTS

Sumax Cycle Products, Inc. $3 for full-line catalog. 7091 South Street, Westmoreland, NY 13490. (315) 853-5623.

ANTIQUE CYCLES

Antique Cycle Supply, Cedar Springs, MI 49319. Government surplus and genuine H-D parts. Catalog $5.00 (616) 636-8200.

Bob's Cycle Supply, large catalog, only $3. Parts shipped UPS/C.O.D. 4138 E. University, Phoenix AZ 85034. (602) 437-0829.

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Super Max Belt Drives, Box 285 Gardena, CA 90248. (213) 516-0500. Also available at:

Conley's H-D of Dallas, 11702 Plano Rd., Dallas, TX 75243. (214) 348-5653.

Full Blast Engineering, 2304 S. Wats, Sioux Falls, SD 57105. (605) 332-2659.

Kokesh Motorcycle Accessories, 4018 Central Ave. NE, Mnpls., MN 55421 (612) 781-4324.

MDO Modern Cycle, 15879 Redland Rd., Rockville, MD 20855. (301) 948-1704.

Pig Performance, 1330 S. St. Patrick St., Rapid City, SD 57701. (605) 348-0752.

T Town Motorcycles, 1639 E. 11th Ave., Tulsa, OK 74120. (918) 584-8184.

Calles Chopperdelar, 340 36 Moheda, Sweden 0472-771 31.

British American Imports Ltd., Box 52-154, Kingsland, Auckland, New Zealand 69-6621.

Primo Products, Inc., 6416 S. Western Ave., Whittier, CA 90606. (213) 692-8944.

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Amazing 3-man Loonar Water Balloon Slingshot, shoots balloons more than 130 yds. at 240 mph! American-made; $29.95 pp. Satisfaction guaranteed. Loonar, Box 397-03, Humboldt, IA 50548.

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Harley Women Magazine/Asphalt Angels Publ., Inc., Box 864, Addison, IL 60101. (312) 858-BIKE.

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British Cycle Supply Company, P.O. Box 119, Wolfville, N.S., Canada BOP 2X0. (902) 542-7478.

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H-D 45 Restoration Co., $2, Box 12843, Albany, NY 12212. (518) 459-5012. 30-page catalog.

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Texas Frame Works, frame building & repairing. 8808 Cullen Lane, Austin, TX 78748. (512) 282-2499.

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Brooklyn H-D Sales Corp., $12 each. 2487 Coney Island Ave., Brooklyn, NY 11223. (718) 998-6666. (U.S. Funds only.)

Blue Ribbon Cycles Inc. Easyriders, H-D, custom designs, 2137 Dixie Ave., Smyrna, GA 30080. (404) 432-3614. Shipped UPS/C.O.D.

A & A Custom Motorcycle, T-shirts from L.A., S-XL $10, XXL-XXXL $10.95, mailing address: 5442 S. Sepulveda Blvd., Culver City, CA 90230. (213) 390-9093.

Oakland Harley-Davidson, 744 E. 12th St., Oakland, CA 94606. Unique design $15. State size (S-XL) and color (black or white) shipped UPS. Cert. check or MO w/order. Sorry, no CODs.

H.O.G. LA #1 Chapter/$12.00. Bartel's Harley-Davidson. 8910 Washington Blvd., Culver City, CA 90230. (213) 838-3003 (shipping included).

Harley-Davidson of Green River Wyoming/$12 total, 5-color double. State size, S-XXXL. M.O. or cashier's check. 193 W. Flaming Gorge Way, Green River, WY 82935 (off I-80).

Bellflower Harley-Davidson, S-XL $9.95, XXL-XXXL $10.95, shipped UPS/COD same day. 8846 Alondra Blvd., Bellflower, CA 90706. (213) 634-9211.

Arlen Ness Quality T-shirts, black or white/$14, catalog $4 extra. 15997 E. 14th St., San Leandro, CA 94578. (Sizes: S, M, L, XL, XXL.)

Woodstock Harley-Davidson, Inc. $12 (state size: S, M, L, XL). Mailing address: Route 212, Box 7320, Saugerties, NY 12477. (914) 679-7227.

Pappy's Custom Motorcycles, *Easyriders* and American Biker Ts $8.95 - $9.95 XXs, plus shipping. Send money order or certified check to 244 E. Main St., Kingsport, TN 37660. (615) 246-9594.

Miller's Custom Parts, S-XL $9.95, XXL-XXXXL $11.95, 1863 S. Ridgewood Avenue, So. Daytona, FL 32019. (904) 761-0858.

Harley-Davidson of Green Bay, Inc., 727 Memorial Dr., (U.S. 41 and Velp), Green Bay, WI 54303. (414) 494-5256. $10.50 + shipping (UPS).

The Shack, closed 8-3-86, "IN MEMORY OF THE SHACK" men or women (spaghetti straps), black or navy blue, $11.50 each, state style, size, color. Send money order to Neil Newcomb, Box 1402, Corona, CA 91718.

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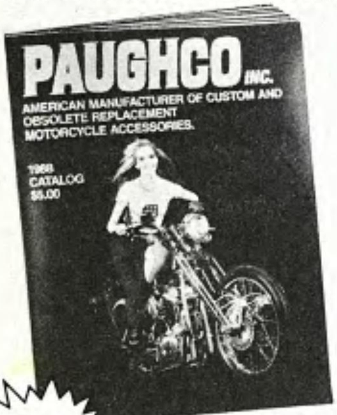
100's of products to give it style and class - YOUR WAY.



New

Big, new 250 page catalog $5.00.

"We make 'em to last."

AT YOUR DEALER

PAUGHCO, INC.

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Carson City, Nv. 89702-3390
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BIKER HALL OF FAME

Brothers and Sisters Who Stand Out in the Crowd

Photos by Winc

Photo from the Cunard family

Brothers and Sisters
Greenfield, California

It was a week before Christmas and the minister in charge of food distribution to nearly 60 low-income families in this tiny Monterey-area town had a problem. His usual resources hadn't panned out, and it looked like a lot of folks were going to be hungry on Christmas. A quick call to Robbie, of Robbie's Last Chance Country Store and Saloon, solved that in a hurry. Robbie organized a canned food drive and bike ride for the 19th, which produced barrels full of food for the needy and a warm glow in the hearts of all those who helped make the holidays a little brighter for that minister and his flock.

The Cunard Family
Flushing, Ohio

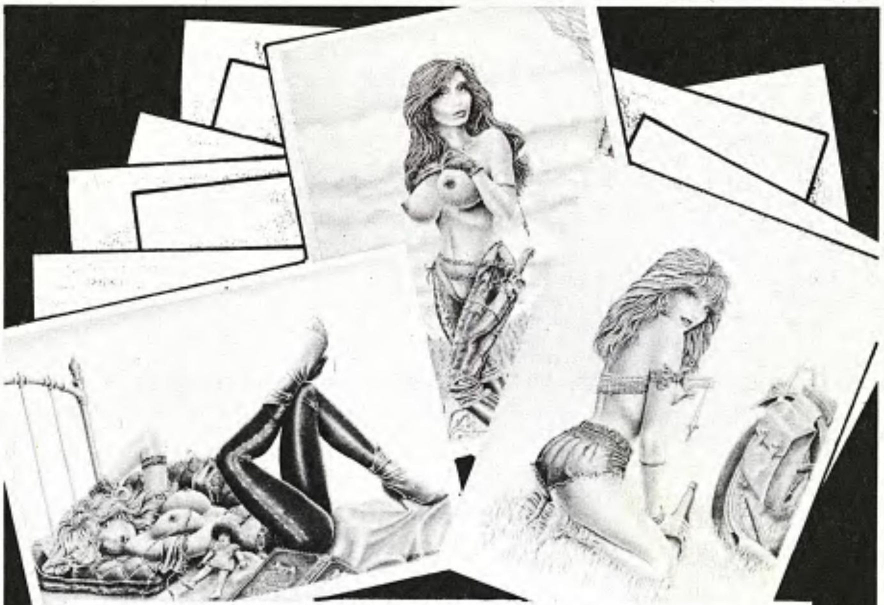
John W. Cunard got himself a bright yellow Hummer back in the '50s, caught an abiding case of Harley fever, and proceeded to raise a family of riders. He even gave his wife, Carole, an '86 Sporty for her birthday. Sons George and Scott (with wife Margie) have their own Harleys, as does daughter Diane. Even little granddaughter Mackenzie rides a Harley Big Wheel. A family ride for the Cunards might mean a visit to a favorite family restaurant — or a vacation to Niagara Falls, Canada. John's been thinking about getting a sidecar for Lucifer, the family's Doberman. Talk about togetherness!

Photos taken at a major motorcycle event of women's tits, asses, and thighs — wherever biker women get tattoos. And photos of biker guys — wherever they get tattoos. You've never seen so many different tattoos.

There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies — places where you would never dream of getting a tattoo.

The tape is rated "**R**" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo!

Send $39.95, plus $2.00 for postage and handling, to:
Righteous Products, 5699 Kanan Road - #222, Agoura, CA 91301.
Specify BETA or VHS. (55 minutes in length)



The complete collection of them "Scooter Gypsies" you've been seein' in Easyriders each month is now available. We've rounded up all twelve of those cuties into a collectors edition of 11"x14" art prints suitable for framing. The entire collection (Oct.-86 through Sept.-87) is printed on heavy gloss stock paper and is priced at $20.00 plus $4.00 postage & handling. Send $2.00 for brochure which also includes all previous artwork by: D. James Edmondson
P. O. Box 262, Puunene, Maui, Hawaii 96784
Hawaii Res. add 4% Sales Tax. . . Foreign Money Orders Payable in U.S. Funds.

Help The Disabled!

GRAND PRIZE 1988 Harley-Davidson Softail Custom (FXSTC)

Win This Motorcycle

Seventh Annual Harley-Davidson Giveaway For Easter Seals

SECOND PRIZE:
Stamper Black Hills Gold Harley-Davidson Ring, Men's

THIRD PRIZE:
Stamper Black Hills Gold Harley-Davidson Ring, Ladies'

Rings Donated by Stamper Genuine Black Hills Gold Jewelry Company of Rapid City, SD

FOURTH PRIZE:
Custom-Made Leather Chaps
Donated by Trevino's Leather, Deadwood, SD

FIFTH PRIZE:
1988 Sturgis Hats
Donated by Master Awards of Rapid City, SD

Someone will win this 1988 Harley-Davidson Softail Custom (FXSTC) or one of four other prizes. It could be you! DRAWING TO BE AUGUST 13, 1988 at 5:00 p.m. at the Sturgis, SD City Auditorium. NEED NOT BE PRESENT TO WIN! All proceeds will go to Easter Seals. (Endorsed by Easter Seal Society, South Dakota affiliate.)

To enter, just fill out the coupon below and please enclose a $2.00 donation. You may enter as many times as you wish. Write additional entries on a 3X5 piece of paper. Please send a $2.00 donation with each entry. Additional entries can be mailed in the same envelope. Make checks or money orders payable to Easter Seals. For additional information, call (605) 343-3917.

All entries must be received by July 31, 1988. Void where prohibited by law.

Mail entries to: Seventh Annual Harley-Davidson Giveaway, P.O. Box 7539, Rapid City, SD 57709.

For name of winner, send a self-addressed, stamped envelope.

Name ______________________

Address ______________________

City __________ State __________ Zip __________

Phone ______________________

Mail entries to:
Seventh Annual Harley-Davidson Giveaway
P.O. Box 7539
Rapid City, SD 57709

Please do your part for Easter Seals and have a chance to win a 1988 Harley-Davidson Softail Custom (FXSTC).

With help from A.B.A.T.E. of South Dakota

BIKER HALL OF FAME

Photo courtesy of Gloria Spann

Gloria Spann
All over the country— a 100,000-miler

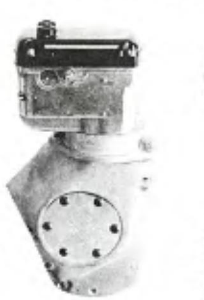
But that's not all. Gloria Spann of Plains, Georgia, who is also ex-President Jimmy Carter's sister, recently putted out to Kansas, where the Harley Owners Group awarded her a gold pin for her motorcycling accomplishment, which took a little more than six years.

She's ridden to Sturgis and to St. Johns, Newfoundland, and from her smile I'd say she enjoys the miles as much as Rip does.

The more we cover the biker world, the more we realize how many great people are deeply involved in the lifestyle — builders, innovators, artists, political activists — all dedicated to enriching the brotherhood. If you know of someone in biking who's added his or her unique touch, please write and tell us. Send your nominations to "Biker Hall of Fame," *Easyriders*, Box 3000, Agoura Hills, CA 91301. Be sure to include your name and address and phone number, if possible.

NOSTALGIA CYCLE— SHOWS THE WORLD HOW TO LEAD IN QUALITY & VALUE

5761, Engineer Drive, Huntington Beach CA 92649 (714) 891-6263



ADVANCE MECHANSIM KIT

Converts all Shovelheads (from 1970-83) and Sportsters (from 1971 to present) to point ignition.

32629-70A Advance Mechanism Kit ..... 70-83 .... FL, FX, 71-* XL $55.00

ACCEL SUPER COIL

The best and most powerful coil ever offered. Each coil comes with two 9mm plug wires and chrome brackets. This coil is compatible with point and electronic ignitions.

140405 Super coil, Accel 12v, XL, FL, FX SUPER COIL, Accel 12v XL, FL, FX $51.32

ACCEL TUNE-UP KIT

The best performance tune-up kits available include extra large tungsten contact points along with premium quality Accel U-groove spark plugs.

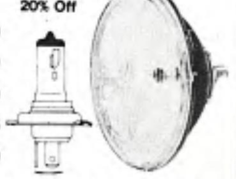
8405	30-47 All twins (flathead), 36-47 All twins (knucklehead) $16.08
8406	48-69 FL,FLH twins, ... (pan/shov) $12.82
8407	70-74 FL, FLH, FX, FXE Twins .... (Shovelhead) $12.82
8408	75-77 FL, FLH, FX, FXE Twins 75-77 FL FLH FX FXE twins, (¾" reach plug version of Shovelhead) $12.82
8409	57-70XL XLH twn, Sprtstr.... $12.82
8410	58-69 XLCH twn, magneto.... $19.10
8411	71-77 XL XLH XLCH CAFE XLT $12.82

29965-70	Stator, 16 amp.... FL,FX	$61.95
29965-75	Stator, 16 amp ... FL, FX	$46.95
29965-81	Stator, 22 amp.... FL,FX	$46.95
29975-65A	Generator, 12V blk	$95.00
29975-65C	Generator, 12V chr	$115.00
29975-58A	Generator, 6V blk	$132.95
29975-58C	Generator, 6V chr......	$149.95

MORRIS MAGNETOS

20% Off

M-5	Magneto, auto advance............ ....70-* FL, FX, $475.00
MM74L	Magneto, man advance............ ....70-* FL, FX $375.00
MM74E	Magneto, pan or early Shovel...... ....36-69 FL $270.00
MM2	Magneto, man advance............ ....71-80 XL $279.95
MM3	Magneto, man advance............ ....57-70 XL $275.00



AUTEROCHE QUARTZ HALOGEN HEADLAMPS

These halogen headlamps combine a dual-filament halogen bulb (H4) with a precision optical shell creating the ultimate in lighting safety and performance. Note: Both 7" & 5¾" can be used as 6V or 12V by changing the bulb.

8475	HALOGEN HEADLAMP 12-V, 7" 55-60W. . FL FLT $28.95ea
8943	HALOGEN HEADLAMP, 12-V, 5¾" 55-60W . XL FX $28.95ea
6342	REPLACEMENT BULB, 6-V, (H-4) 55-60W $11.50ea
12342-99	REPLACEMENT BULB, 12-V, (H-4), 55-60W.... $8.75ea
12593	REPLACEMENT BULB, 12-V, (H-4) 55-60W $11.25ea

Don't be caught in the dark! Always carry a space H-4 bulb.

ACCEL VOLTAGE REGULATORS

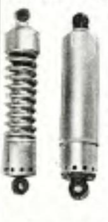
201101	Voltage Regulator, replaces #74510-75 .... 76-80 FLH, FLT, FX, FXE $63.63
210102	Voltage Regulator replaces #74504-78 .... 77-80 XLH, XLCH, XLS $61.43
201103	Voltage Regulator 58-64 XL, XLH .... XLCH, FL, FLH, $54.84
201104	Voltage Regulator... 65-77 XL, XLH, XLCH FL, FLH, $54.84
MRC-75	Voltage Regulator Cvr....

REMOTE OIL FILTER KITS

25-247	OIL FILTER KIT 70-* FL, FX	$37.95
12-354	REPLACEMENT FILTER..........	$7.95
25-248	OIL FILTER KIT, ... 57-77 XL,	$37.95
25-249	OIL FILTER KIT,..... 78-79 XL,	$39.95
25-250	REPLACEMENT FILTER,.........	$6.95

OIL TEMPERATURE DIP STICK

6000 DIP STICK, chroma ...... 65-* FL, FX, $19.95
6001 DIP STICK, chrome .... 78-* XL, $19.95

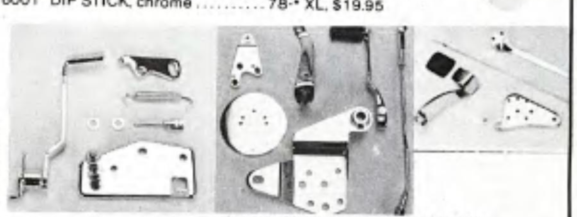


SHOCK ABSORBERS

54501-58 Rear shocks (2) w/cover 13½" $104.95
54509-73 Rear shocks (2) w/o cover 12" $104.95

WHEEL ASSEMBLIES

43540-73	Hub.........	$125.00
40968-73	16", 3.50 rim	$175.00
40968-19	19".........	$175.00
40968-21	21".........	$175.00



FORWARD CONTROL KITS

Stock replacement and custom Shift and Brake Kits include all parts to convert to forward controls. Made in U.S.A.

CHROME BRAKE REPLACEMENTS

1970VT BRAKE KIT, uses early master cylinder..... 58-78 FL, FX, $79.95
1980VT BRAKE KIT, uses late master cylinder .... 79-* FL, FX, $79.95
1958VT BRAKE KIT, hydraulic brake .... 58-69 FL, $79.95

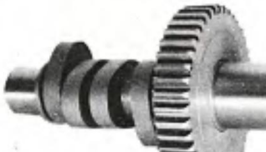
CHROME SHIFT REPLACEMENTS

1952VT SHIFT KIT, early ratchet lit ....52-E-79, FL, FX, $79.95
1979VT SHIFT KIT, late rotary ratchet lid............L-79-* FL, FX, $79.95

JOCKEY SHIFT CONV

Converts Ratchet Lid 4-spd trannys w/foot shift to jockey shift w/foot operd. clutch
H 105 JOCKEY SHIFT CONVERSION KIT, chrome $54.95

Andrews Cams



291110 $130.00	EV1	Bolt in touring cam for heavy bikes (FLHT, etc.). More power thru RPM range. Smoothness and fuel economy unaffected. Stock springs recommended.
291130 $130.00	EV3	Bolt in cam (FXRS, etc.). Lots more mid-range power. Idle smoothness unaffected. This is a 6000 + RPM cam for stock heads and springs with hydraulic lifters.
291150 $130.00	EV5	For modified engines with strokers and/or head work. Stock springs and hydraulic lifters recommended. 2800-6500 RPM power range.
291170 $130.00	EV7	For modified engines with larger strokers and/or head work. Stock springs and hydraulic lifters recommended. 3000-6500 RPM power range.

$130.00 $130.00 $130.00	212011 212020 212030	(48-69) (70-77) (78-84)	J	Mild street: Pans and shovels, smooth idle, more power through RPM range. Bolts in with no head work.
$130.00 $130.00 $130.00	212103 212108 212112	(48-69) (70-77) (78-84)	H	Bolt in cam for Hydraulic lifters. More mid-range power for touring and all around riding on FL or FX. Smooth idle and low speed operation.
$130.00 $130.00 $130.00	212220 212230 212240	(48-69) (70-77) (78-84)	F	Back by popular demand. Basically an A grind cam with delayed timing for NO PING! Lots more power than stock cam.
$130.00 $130.00 $130.00	212270 212280 212290	(48-69) (70-77) (78-84)	A	Street/drags: Bolts into Shovels (except 1980-1981) with no head work. More mid range and high end power. Idle smoothness unaffected.
$130.00 $130.00 $130.00	212360 212370 212380	(48-69) (70-77) (78-84)	B	Street/drags: Much more mid range and high end power. Idle smoothness unaffected. THE cam for modified 74/80 inchers and small strokers. Spring spacing required.
$130.00 $130.00 $130.00	212420 212430 212440	(48-69) (70-77) (78-84)	BH	Hydraulic version of a "B" cam. Usually a bolt-in, but spring spacing may be required.
$130.00 $130.00 $130.00	212510 212520 212530	(48-69) (70-77) (78-84)	6	Hotter version of B grind. Great street cam especially for 84/88 inch strokers: maximum torque available from 2500 to 6500 RPM.
$130.00 $130.00 $130.00	212600 212610 212620	(48-69) (70-77) (78-84)	C	Best production cam made for big street engines. Strokers from 84 to 96 inches will really turn on with this cam. Broad torque range pulls from 2000-7000 + RPM.

JOIN OUR DISCOUNT CLUB SAVE 20% ALL THE TIME

NO RESTRICTIONS

CATALOG WITHOUT MEMBERSHIP $2.50, FOREIGN $4.95
SEND TO: NOSTALGIA-CYCLE, 5761 ENGINEER DRIVE
HUNTINGTON BEACH, CA 92649 (714) 891-6263

CATALOG $2.50

MEMBER

YES, I'D LIKE TO JOIN THE NOSTALGIA DISCOUNT CLUB. ENCLOSED IS $9.95 FOR MY MEMBERSHIP FOR ONE YEAR.

CATALOG INCLUDED

NAME ______________________

ADDRESS ______________________

CITY ______________ STATE ________

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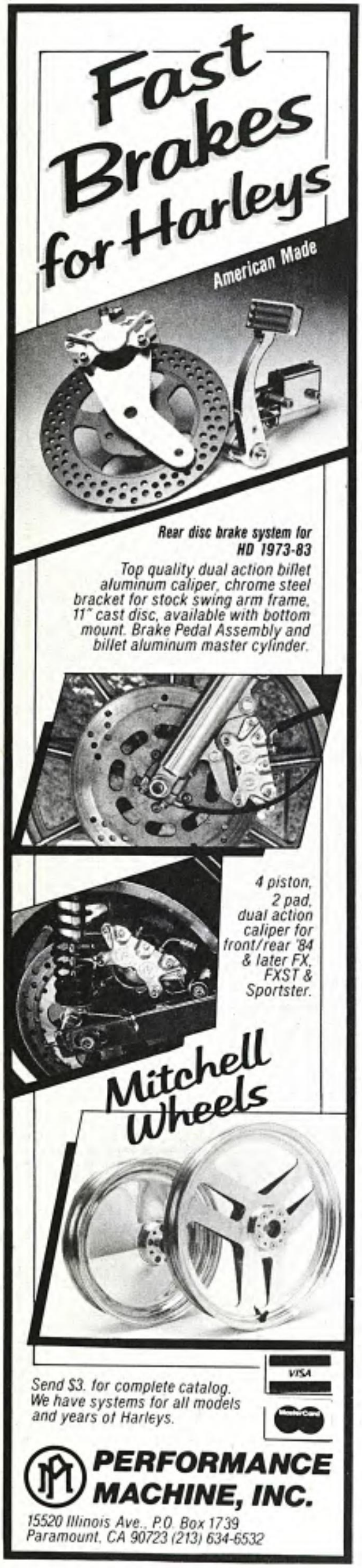
CALIFORNIA RESIDENTS ADD 6% SALES TAX

☐ CATALOG $2.50 ☐ FOREIGN $4.95
☐ DISCOUNT CLUB $9.95



Choppershopper

Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals. $2.50 per word for businesses. 10-word minimum. Check or money order must accompany clearly written copy. No charge for zip codes. **Easyriders** box numbers are available, with mail being forwarded unopened to the advertiser. There is an additional charge of $6.50 per advertisement for this service, to cover handling and postage. M.O./SASE to **Easyriders**, Classified Department, Box 3000, Agoura Hills, CA 91301.
Note: Closing date for advertisements is the 15th of the 4th month preceding cover date. There are approximately sixty days between closing date and national on-sale date.

Notice: Readers are advised to use reasonable caution when dealing with a company or advertiser they do not know. False advertising is fraud and should be reported to the authorities whenever it is encountered.

Southwest Tattoo Emporium, Ltd., 3747 W. 63rd St., Chicago, IL 60629. (312) 582-4500. (180)

Non-recording AM/FM stereo players available. Free catalogs. The Conaid Company, 8221 Dunfield Court, Severn, MD 21144. (186)

Jimmy Bishop of West Palm Beach, Florida, and Robert Esposito of Staten Island, New York: Call Terri, Tony's ol' lady, immediately. (203) 579-9014. (180)

Essy: Call again, same number. I miss and love you. Eddie (180)

American serviceman, 26 yrs. old, seeks correspondence with Australian ladies to help with preparation for future holiday in Australia. K.C., c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (180)

Anyone knowing the whereabouts of John M. Harlow, last seen in Rawlins, Wyoming, please tell him to contact Anna Langston, Rt. 8, Box 9, Shawnee, OK 74801, (405) 273-4773. (180)

For Sale: Custom motorcycle shop, retail sales and repairs. Includes all inventory, equipment, and excellent lease terms. Well established, over 17 years in business. Well located in San Fernando Valley, California. Call Bill Reid or Randy Baskins at Tabor Realty. (805) 522-4444. (180)

FREE — WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (180)

In memory of my brother, J.T. Coathanger, wife Maggie, and son Harley Lone. I miss you all, but your morals and laughter will be with me forever. We'll be together again. Your sister, Cindy (Millie). (180)

Special close-out offer. Trojan condoms (rubbers) are being sold at cost. 3 for $1; 12 for $3. Sent to you in a plain brown wrapper. Postage paid. Safe Products, 5699 Kanan Road - #222, Agoura Hills, CA 91301. (180)

Wanted: Lady on crutches to model for amateur photographer. Amputee welcome. Jim, Box 214, Syracuse, NY 13206. (180)

Two downed bros, being released in May or June of '88, are starting a new chapter in Jersey. Anyone who knows of or is using the name "Descendents," please contact Crazy or Mad Mike at: 247 Weber Ave., Trenton, NJ 08638. Anyone wanting more information about the new club, write to the same address. (180)

Rogue: I'm driftin' the circuit. Joe waited long enough. Think I'll buy me a woman. (180)

Yappy Dave Kneel: Robert, Tony C's kid, told of your mutual affair with him. Your information landed minimum 21 months hole-time split 5 ways. Judas Isc. trip like Frank Dossens. ODC recent bad stimulus, Todd's atty. part cause. Hit Man. (180)

Starting a Partnershopper for Arizona prisoners. Ladies and bros, write to Rod Trimble #47512, Box 3300, Goodyear, AZ 85338. (180)

TATTOOING OUTFITS: Instruction manuals — overstock sale! Huge price reductions! Illustrated literature, $2. Artist, Box 242-D, Colorado Springs, CO 80901-0242. (180)

Handsome outlaw doing time. I need to know I'm still loved. Send flicks and talk to me. Paul Applegate, B-83322, E.D. 147-L, Box 689, Soledad, CA 93960-0689. (180)

Buy & trade new/used biker duds — from hats to boots; $2 catalog; LARSEN LEATHERS, Box 33, Riner, VA 24149; (703) 382-4668. (191)

BIKER TATTOOS ON VIDEO: Photos taken at a major motorcycle event of women's tits, asses, and thighs — wherever they get tattoos. You've never seen so many different tattoos. There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies — places where you would never dream of getting a tattoo. The tape is rated "R" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo! Send $39.95 plus $2 for postage and handling to: Righteous Products, 5699 Kanan Road - #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (180)

BEAUTIFUL GIRLS worldwide, want correspondence, friendship, marriage. Details, photos $1 (cash only). Roth, Box 270/E, Berlin 61 West Germany. (180)

5th ANNUAL SWAP MEET & PARTY, June 18, 1988. For info, send SASE to: DOUBLE THUNDER, M/C, 18 W. Ave. 'B', Hutchinson, KS 67501. (180)

SCOTT "DRIFTER" McDONALD: Lost your address. Please write. 7144 W. Monte Vista, Phoenix, AZ 85033. Lawrence & Julie. (180)

URGENTLY NEEDED! Colors! Historian wants gang jackets, leather or jeans. Any decorated jackets. Paying high prices! Box 3116, Missoula, MT 59806. (181)

Cadillacs, Mercedes, Porsches, etc., direct from government. Seized in drug raids. Available in your area. Save $thousands$. (216) 453-3000, Ext. A8235. (180)

BIKER JEWELRY, retail and wholesale. Catalog $2 (refundable). Goff Enterprises, Box 10822-ER, Lynchburg, VA 24506. (180)

Thor and Parky: Madman Maloney would've been proud! Give 'em hell! Svenson & Kovas. (180)

WANTED: Issue of *Tattoo* #3 in good condition. Will pay $15. Write to Dan c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (180)

Out-of-print and rare albums. Send priced want lists to: Backtrax, Box 1048, Hightstown, NJ 08520. (180)

Help free innocent bro doing 50 for self-defense, needs attorney fees. Buy custom original artwork: tattoos, portraits, scooters, etc. Samples and estimates, $2. Richard McDonald, c/o Marianne Dalton, Box 124, Ozark, AR 72949. (180)

To the girl in *Easyriders* #174 (Dec. '88), center of page 52: Hopefully, Carol, you are reading this ad and realize you are the girl I am talking about. If you don't know who I am, please write to me anyway. It's important that I get in touch with you. Rick Santonastasi, Lyon Mountain Correctional Facility, Box 276, Lyon Mountain, NY 12952. Please write! (180)

TOMMY WARREN: Or anyone with info on how to contact him, call Ms. M. (603) 444-3985. Only tomorrow matters. Hurry! (180)

CRASH: There aren't any words to explain how great you are! You're the best! Happy 33rd birthday! Love, Tiny Tits. (180)

ACE/BLACK BART: For whatever it's worth, I'm sorry. Ugy. (181)

LISA (MUFF): You're still the one. Miss you. Write me. Love, Bones. (180)

Smoke the best! Join the Lazy Nickels. Evan Eyerick, 2695 Victoria Dr., Laguna Beach, CA 92651. (182)

FOR SALE: 1977 Harley-Davidson CR1000, V.I.N. 7F01002H7. That's right — number 2 of 1,000 made. This machine is extremely rare! $6,000 or best offer. Jonathan Mehtala, 131 Dillingham Way, Hanover, MA 02339, (617) 471-5773. (180)

Tracy Hersch: Lost track of you in '82. Would like to hear from you. Locked up in '83, out in '90. Dan Morris #51047, Box R, Buena Vista, CO 81211. (180)

ATTENTION, BIKERS IN AUSTRALIA! I'm coming to Australia in a few months and need contacts down there. Please write to me and send names and addresses. I will write back! Panhead Billy, 58 Tahoe Ct. #1, Walnut Creek, CA 94596. (180)

SF Ralph: Why can't I forget loving you? Write to me. Happy Birthday. NY Wendy, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (180)

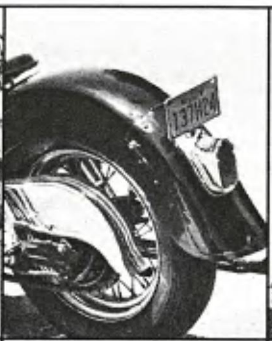
In loving memory of Joann L. Ma and Mike and all the Zoo Gang. Miss and love you. Manchester, N.H., will never be the same, 52-87. Love D.P.D.C. (180)

TATTOOING OUTFITS, INSTRUCTION MANUALS — overstocked sale! Huge price reductions. Illustrated literature $2. ARTIST, Box 242F, Colorado Springs, CO 80901-0242.

MB Products
7950 Curtis Rd.
Falcon, Colorado 80831

Send $4 for catalog

FOR FAST SERVICE ORDER BY PHONE
Mon.-Sat. 10-6 For Orders Only 1-800-852-5545
In Colo., or for information 303-683-3838 Orders are shipped UPS, someone must be in to receive delivery.
Thanks, Mike Bernstein



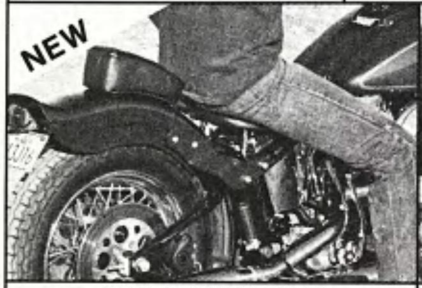
THE STRUTLESS BIG TWIN FENDER
For Big Twins with four-speed frames. Fender will carry passenger's weight easily. All steel mig welded. Requires very little molding. Easily bolts on. Part #1010 $137. Shipping $10 U.S. PAT #301391020

THE STRUTLESS SPORT FENDER
For 1952-1978 Sportsters. All steel, mig welded, and, as with all our Bob Fenders, the taillight bracket is welded in place. Part #4040 $137. Shipping $10 U.S. PAT #301391020

THE STRUTLESS DRESSER FENDER
Hinge still works. all steel mig welded. Will carry passenger's weight easily. No taillight cutout. Easily bolts on. Part #2020 $139. Shipping $12 U.S. PAT #301391020

THE STREAMLINER
For five-speed frames. The FXR, FXRs, and other five-speed models. Bolts on like stock. Taillight brackets welded in place. Seat holes are drilled. Part #7070 $115. Shipping $8.

THE SPORTBOB
With welded-in taillight bracket. Bolts on like stock fender. 1979-1981 Part #5050 1982-Later Part #6060 $89. Shipping $8.



STRUTLESS SOFTAIL FENDER
Designed for 1984 & 1985 Softails. '86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in — all you need is a taillight. Part #0303 $189 (includes shipping)

BLOCKHEAD OIL GAUGE MOUNT
Pat. Pending. Now you can put the oil gauge where you can read it on your Evolution engine. Part #0505 $24.95. Liquid Filled Gauge #0099 $19.95 (Add $2 for C.O.D.)

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ROCKER BOX OIL GAUGE FITTING (Patented)
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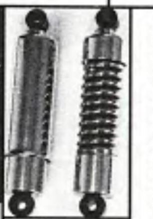
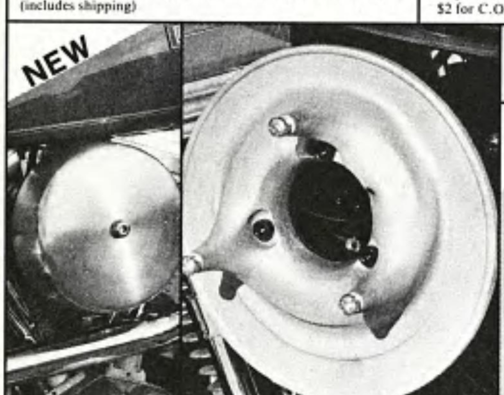


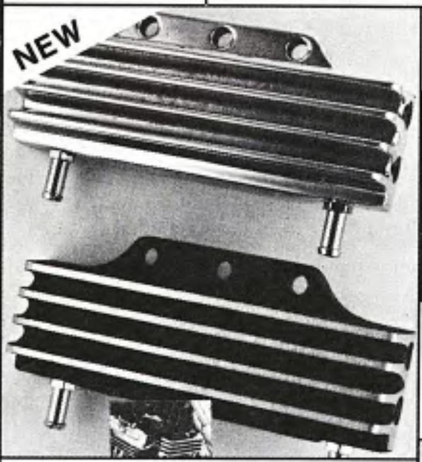
Lower your bike with American-made Shocks. These shocks are show bike quality. Stock lengths available upon request. Add $8 for shipping.
Year, '52-'78 **Model,** XL **Length,** 13.5" **Finish,** Covered **Price,** $139.95; **Year,** '52-'78 **Model,** XL **Length,** Lowers bike 1½" **Finish,** Chrome Spring **Price,** $139.95; **Year,** '52-'78 **Model,** XL **Length,** Lowers bike 1½" **Finish,** Gold Spring **Price,** $149.95.
Year, '73-'85 **Model,** FL-FX **Length,** Lowers bike 1½" **Finish,** Chrome Spring **Price,** $149.95 **Year,** '73-'85 **Model,** 4-speed **Length,** Lowers bike 1½" **Finish,** Gold Spring **Price,** $159.95.
Year, '79-'80 **Model,** XL **Length,** 11" or 12" **Finish,** Chrome Spring (only). **Price,** $149.95
Year, '81 & up. **Model,** XL **Length,** 11" or 12", **Finish,** Chrome Spring **Price,** $149.95; **Model,** Chrome Covered **Price** $149.95.
Year, '82-'86 **Model,** FXR **Length,** 11" or 12" **Finish,** Chrome Spring **Price,** $149.95; **Model,** All 5-speed **Finish,** Chrome Covered **Price, $149.95; Model,** Frames **Finish,** Gold Spring **Price,** $159.95.



THE SUPER FLOW AIR CLEANER
Pat. Pending. Flow tests show this is the best intake system available for the Harley-Davidson, short of running an open velocity stack. If you want maximum horsepower from your engine, then Super Flow is the only way to go. Below are Flow Test Results. Flow tests performed at a vacuum of 6" of water:

Stock H-D Air Cleaner	116 Cubic Feet Per Minute
Breather-style Advertised as Flowing 300 C.F.M.	138 C.F.M.
S & S Super Air Cleaner	145 C.F.M.
The Super Flow Air Cleaner	176 C.F.M.

Will fit Bendix, Tillotson, Keihin, S&S, and soon S.U. carbs. The stock H-D Round Evolution outer cover will fit the Super Flow Backing Plate. H-D part #29259-83A air filter needed or the equivalent. Part #0077 Super Flow Air Cleaner with Aluminum Cover, $48.75; Part #0088 Super flow Back Plate only. Use H-D Chrome Cover $39.95 (Add $2 for C.O.D.)



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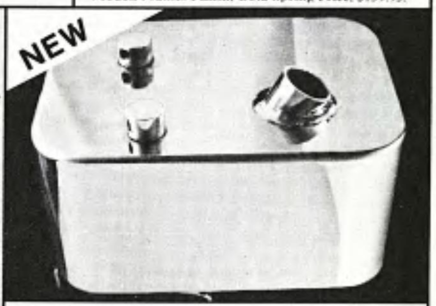

OIL TANKS
4- and 5-Quart Aluminum. These aluminum tanks are hand-fabricated from 1/8" aluminum plate tig welded and polished (5-quart tank is shown above). They will replace the stock tank on the FX, FXE, & FLH models with 4-speed frames. No oil filter. 4 Quart, Part #0055, $179.95 shipping $5; 5 Quart Part #0066, $189.95 shipping $5.

Also available: U.S.A.-made 35,000-volt coils, $39.95 shipping included. The only ignition with more power is the HEI.

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What's Happenin' In May

Here's your guide to what's happenin' in your area during May. To have *your* events listed, get the information to us *at least* three months in advance. We are as accurate as possible, but event dates are often changed after publication — check with the sponsors before you putt across the state. Send info to "What's Happenin'," c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

ALABAMA

HALL'S 50s NIFTIES FIFTIES — May 13th, 14th, and 15th in Scottsboro. For info, write Hall's 50s Road Riders, Inc., Rt. 3, Box 444, Hartselle, AL 35640, or call (205) 773-0766.

CALIFORNIA

POKER RUN — May 15th in Ventura. Starts at The Shop at 6541 Ventura Blvd., between 8 and 10 a.m. All motorcycle riders welcome. Sponsored by ABATE Local 13 of Ventura. For info, call (805) 656-6777.

CANADA

SECOND ANNUAL WEEKEND POKER RALLY — May 27th and 28th in Coleville, Saskatchewan. Sponsored by Biker's Rights Organization of Saskatchewan. For info, call (306) 965-2271/2483/2437.

DELAWARE

FOURTH ANNUAL POKER RUN — May 21st in Woodside. For info, write Poker Run, c/o ABATE of Delaware, Box 561, Dover, DE 19903, or call (302) 653-9603 or (302) 678-3615.

GEORGIA

FOURTH ANNUAL ANTIQUE CYCLE RALLY — April 30th and May 1st 14 miles north of Dahlonega at Mt. View Campground. For info, call Jonn at (404) 447-6945.

ILLINOIS

VINTAGE MOTORCYCLE SHOW AND SWAP MEET — May 28th and 29th in Springfield. For info, write Illinois Motorcycle Dealers Association, 200 East Cornell, Springfield, IL 62703, or call (217) 753-8866.

CUSTOM BIKE SHOW AND OPEN HOUSE — May 21st In Manteno. For info, write O.C. Shreffler, Inc., 46 E. Division St., Manteno, IL 60950.

TWELFTH SEMIANNUAL MOTORCYCLE SWAP MEET — May 1st in Belvidere. For info, write Swap Meet, Box 72, Belvidere, IL 61008, or call (815) 544-3666.

BIKE SHOW AND SWAP MEET — May 21st in Palatine. Sponsored by Palatine, Illinois, H.O.G. chapter and NIMRA clubs. For info, call K. Maguire at (312) 566-6417 or Bob at (312) 358-2112.

INDIANA

FOURTH ANNUAL FRANKLIN COUNTY HOG ROAST AND RIPLEY COUNTY POKER RUN — May 21st in Greensburg. For info, call Jerry at (812) 663-3448 or Ray at (317) 647-3739.

FIELD MEET — May 22nd in Peru. For info, write Good Ol' Boys MC, Box 254, Kokomo, IN 46903.

SECOND ANNUAL EARLY BIRD POKER RUN — May 1st in Noble County. Sponsored by ABATE of Indiana, Noble County chapter. For info, call Steve at (219) 493-2358 or Vern at (219) 854-4086.

FOURTH ANNUAL BEEF RUN — May 21st in Noble County. Sponsored by ABATE of Indiana, Region "O." For info, call Steve at (219) 493-2358.

KENTUCKY

LIONS JOURNEY FOR SIGHT MOTORCYCLE POKER RUN — May 7th in Bowling Green. For info, write Lions, Box 1036, Bowling Green, KY 42101.

MISSOURI

POKER RUN — May 15th in St. Louis. Sponsored by Freedom of Road Riders, Local 17, Box 10883, St. Louis, MO 63129.

SPRING FLING II — May 14th and 15th at McCullough Park, north of Chillicothe. Sponsored by Freedom of Road Riders, Local 8. For info, call Robert at (816) 646-3263 or Dale at (816) 646-5953.

MONTANA

THIRD ANNUAL SPRING FIELD MEET — May 28th, 29th, and 30th in Billings. Sponsored by Roaddogs Independent Riders Organization. For info, call (406) 259-5251 or (406) 245-5979.

SECOND ANNUAL SPRING OPENER — May 28th, 29th, and 30th in Missoula. For info, write ABATE of Montana, Box 30395, Billings, MT 59107, or call Todd at (406) 549-7946.

NEBRASKA

SPRING RUN FOR FUN — May 27th through 30th in Brady. Sponsored by ABATE of Nebraska. For info, call Bob at (308) 234-4621.

NEW JERSEY

FIFTH ANNUAL POKER RUN — May 22nd in Landisville. Sponsored by ABATE of New Jersey, District 1. For info, call Mike at (609) 645-0863 or Joe (4 to 10 p.m.) at (609) 697-4126.

NEW MEXICO

MEMORIAL DAY RUN — May 28th, 29th, and 30th in Albuquerque. Sponsored by ABATE of New Mexico, 1st Albuquerque chapter. For info, call (505) 275-3318 or (505) 268-3364 after 5:30 p.m.

NEW YORK

AM-JAM '88 — May 27th, 28th, and 29th in Cobleskill. For info, call (518) 346-0521.

NORTH CAROLINA

HOG RALLY — April 30th and May 1st in Cherokee. For info, write Bob's Precision Cycles, Rt. 8, Box 10, Piedmont, SC 29673, or call (803) 845-5722.

OHIO

MC AWARENESS RALLY — May 21st in Kipton. Music will be by the Burnt River Band. For info, write ABATE of Ohio, Chuck Bond, Box 157, Kipton, OH 44049, or call (216) 774-2080.

OREGON

ELEVENTH ANNUAL FOSSIL RUN — May 27th through 30th in Fossil. Sponsored by ABATE of Oregon, Inc. For info, call Barbara at (503) 289-2250.

PENNSYLVANIA

FIFTH ANNUAL SWAP MEET — May 1st in Trexlertown. Sponsored by ABATE of Pennsylvania, Lehigh Valley chapter. For info, call Tom at (215) 538-7214 or Hoss at (215) 759-8828.

EIGHTH ANNUAL SWAP MEET — May 21st and 22nd in Meadville. For info, write ABATE of Pennsylvania, Box 5, Sagertown, PA 16433, or call (814) 333-9190 or (814) 333-2207.

HELMET PROTEST/MOTORCYCLE RIGHTS RALLY — May 9th in Harrisburg. For info, write ABATE of Pennsylvania, Box 15226, Harrisburg, PA 17105-5226, or call (717) 761-6680.

MOTORCYCLE MIRACLE TOUR RUN — May 7th in Susquehanna Valley. Sponsored by Big Twins MC. For info, call (717) 547-2054.

SPRING BASH — May 21st in Coudersport. Sponsored by ABATE of Pennsylvania, God's Country chapter, and ABATE of New York, Alle-Catt chapter. For info, call (814) 697-6110 or (716) 372-7261.

TEXAS

SWAP MEET — May 22nd in Pasadena. Sponsored by Dummy Dave & Co. Swap Meet. For info, call Dummy Dave at (713) 991-0699.

1988 *EASYRIDERS* MOTORCYCLE RODEO TOUR KICKOFF — May 28, 29, and 30 at Manor Downs in Austin. $5,000 purse, new side-by-side double-sled drags, Ride-In Bike Show, Trade Show, camping, live music, food, beer, and more. Call Cathy Chaffin at *Easyriders*, (818) 889-8740, for more details.

VIRGINIA

SECOND ANNUAL EAST COAST ALL-HARLEY SPRING NATIONALS — May 14th and 15th in Colonial Beach. Sponsored by American Motorcycle Racing Association. For info, write AMRA, Box 50, Itasca, IL 60143, or call (312) 250-0838. ■

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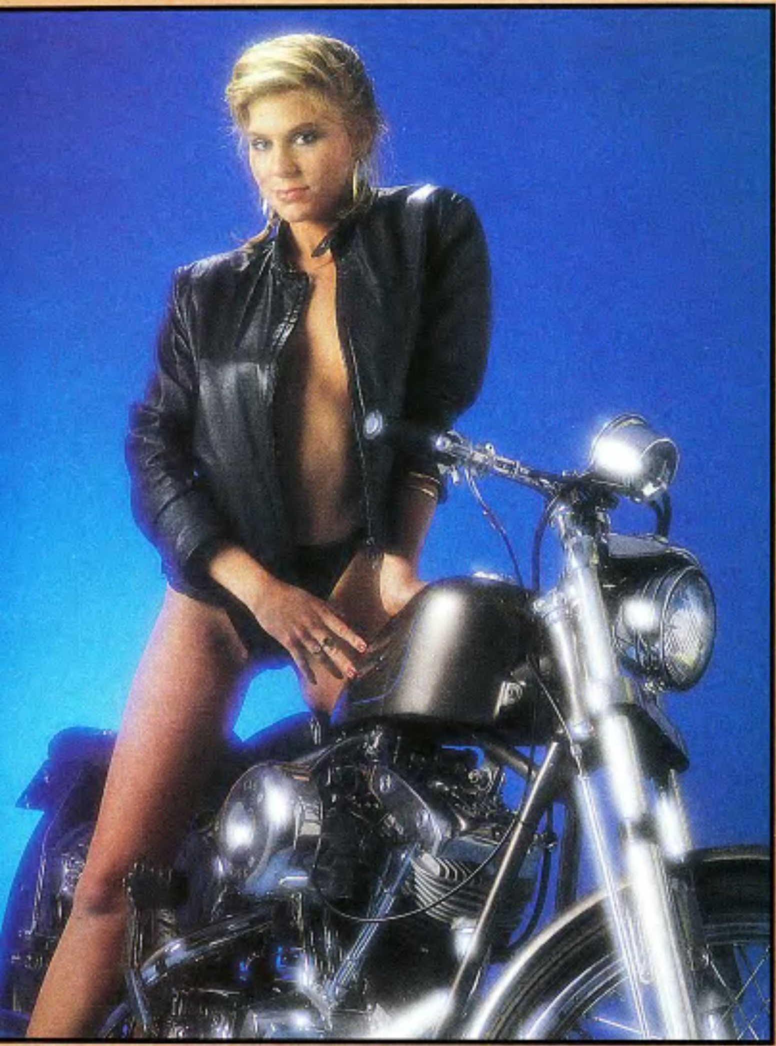


George and Erin prove there is no substitute for hard work.

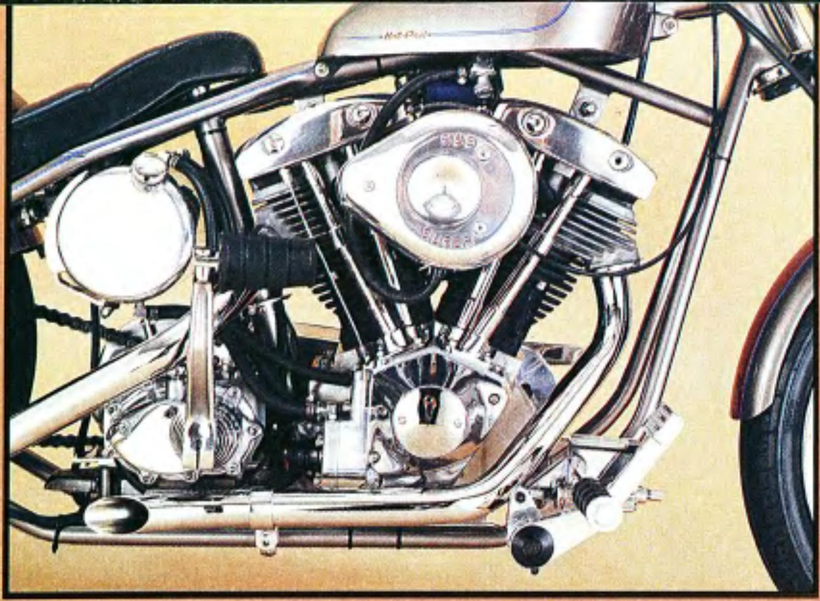
What the hell kind of pride can ya have in something that is given to ya? Not much, unless you're the snivelin' slimeball sort that can't make do for yourself — but then, you wouldn't be reading this rag if you were.

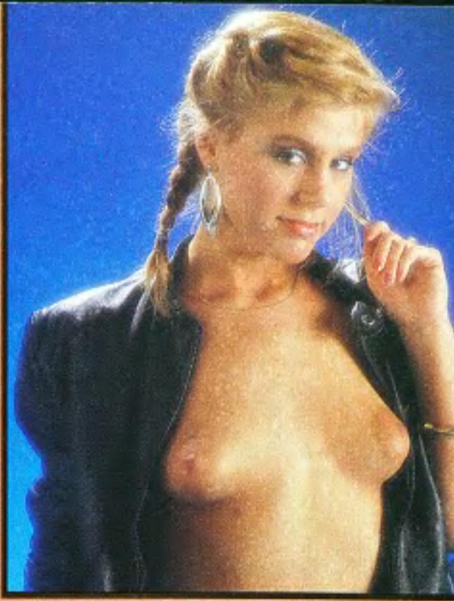
Two perfect examples of the hard-work credo were recently paired up in the Mile-High city of Denver. These two came from widely divergent backgrounds but quickly formed a working partnership based on mutual understanding. Nah, we didn't hog-tie the broad and browbeat the bro into submission; they just showed up, got into showin' off their wares, and the rest is visual history.

George Ferguson came west to Denver on vacation from Chicago and never left. His motorcycle apprenticeship came at the hands of a late brother, Billy Perry from Chi-town, who taught George all about motors. From cases to carbs, from scavenger keys to connecting-rod bushings, Billy educated him well.

George now operates his own shop, George's

BUSTIN' ASS TO SHOW CLASS



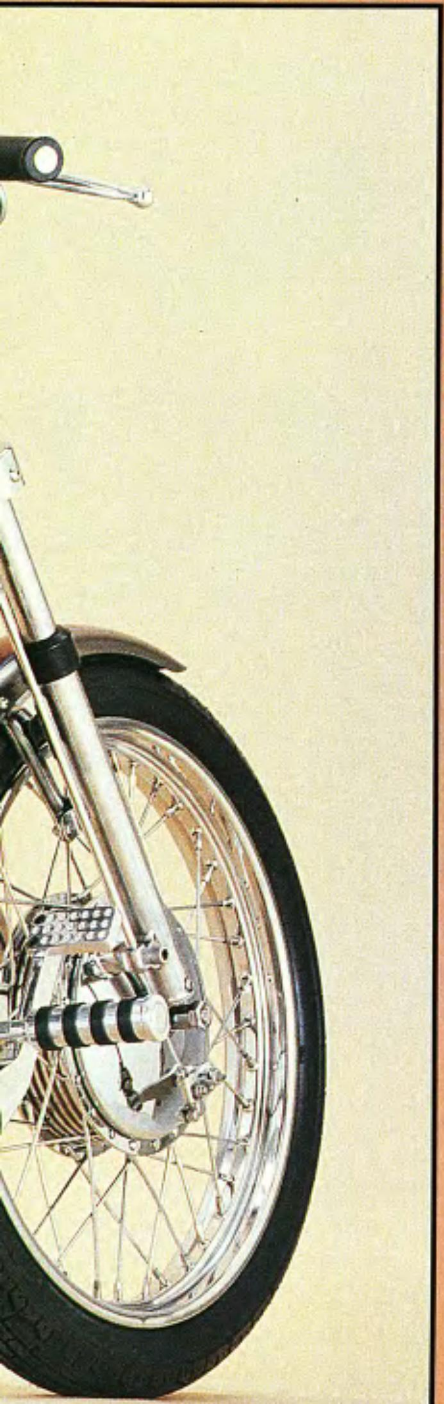


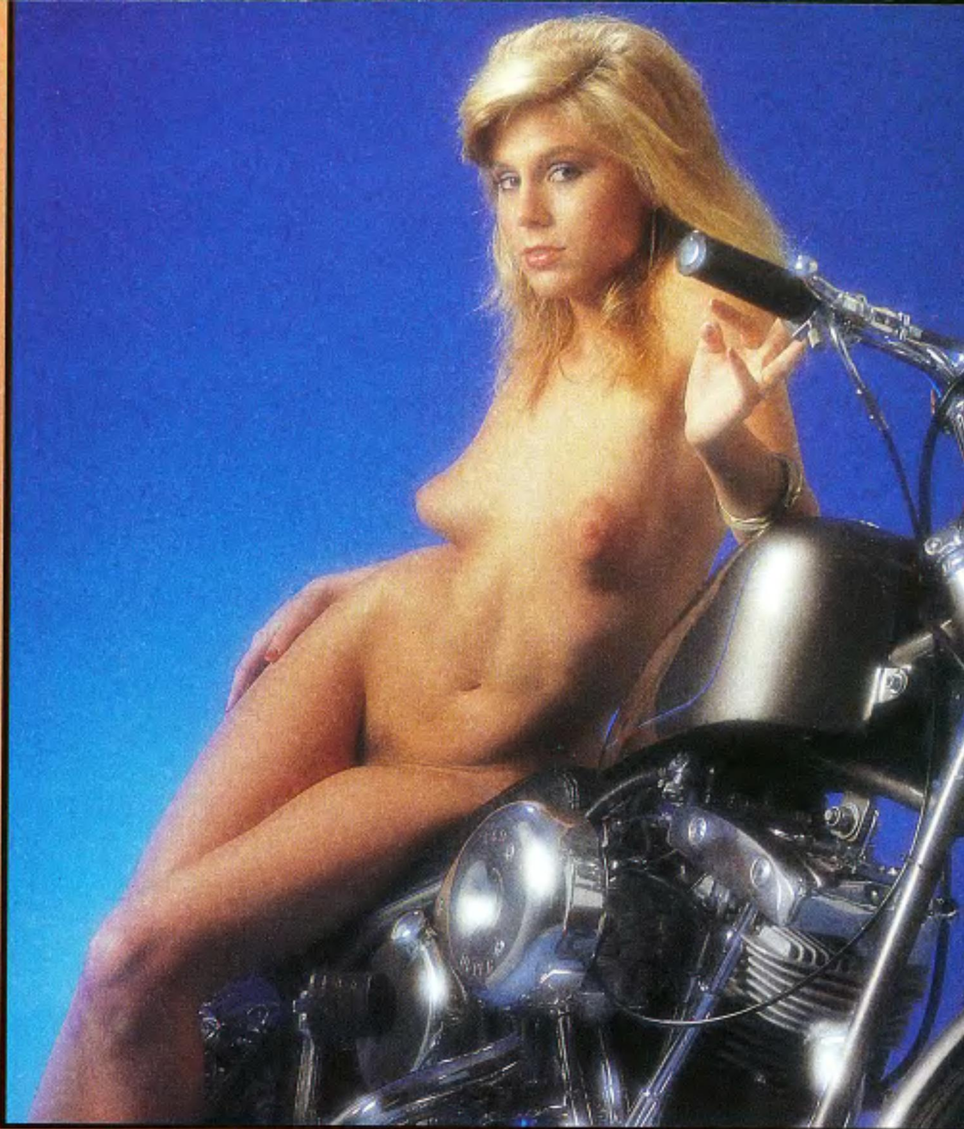
S&S
SUPER

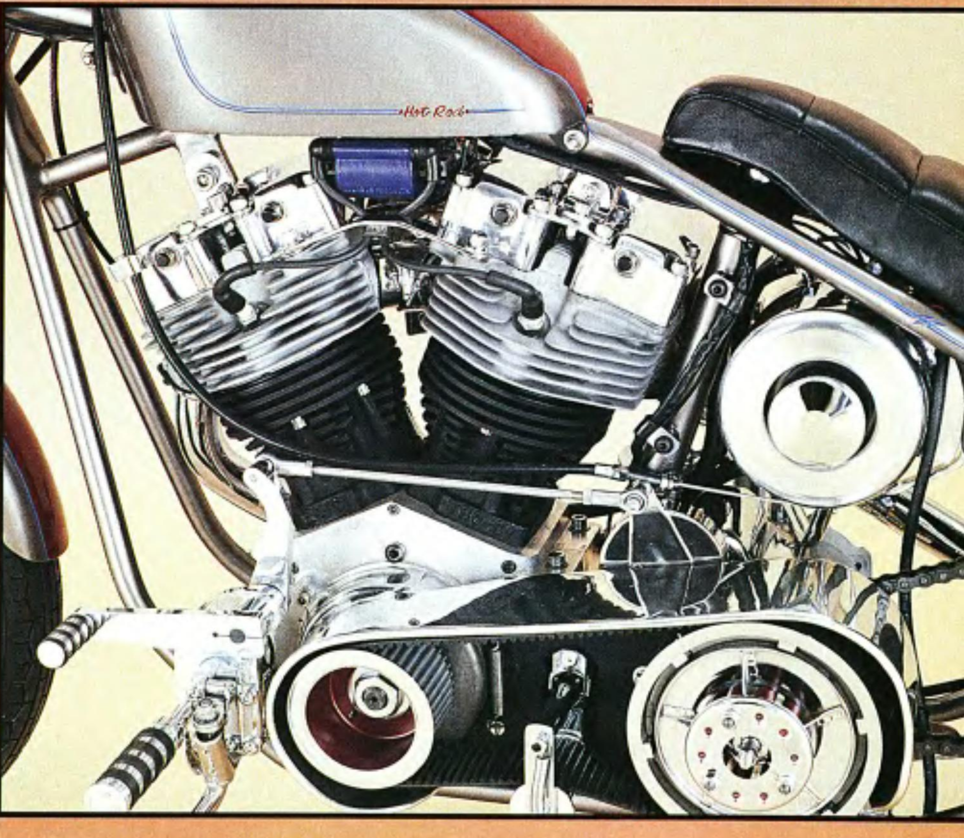
Custom Cycles, a bare-bones, no-nonsense, piece-'em-up-an'-putt-'em-out boiler room of bike buildin'. He doesn't stock jewelry or leathers — "just hard parts."

He says that due to the volume of work, "I don't get to ride often, so I go *fast* when I do." That's where this ride comes in. It's a 115-inch terror on Interstate 70. Horace Greeley might've had it right about sendin' the young bucks west, but George jams to the east, where the land is flat, the road is straight, and the throttle gets twisted wide open.

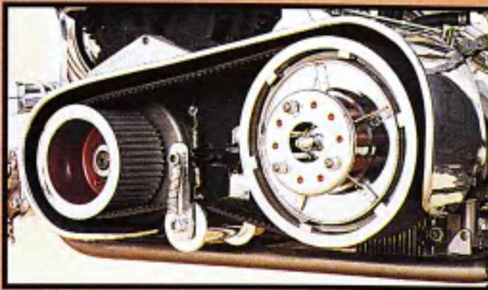
Speakin' of twistin', how many heads do ya think make like rubber-band airplanes on takeoff when Erin of Folly Beach, South Carolina,

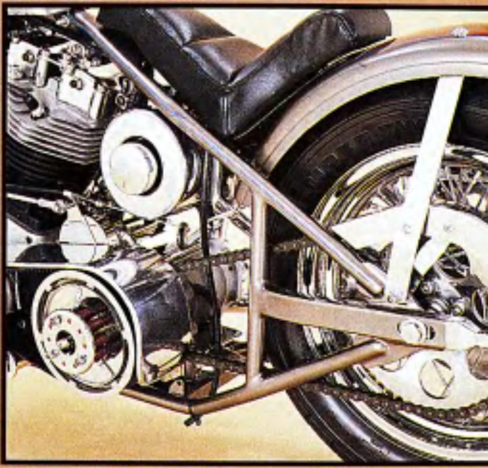






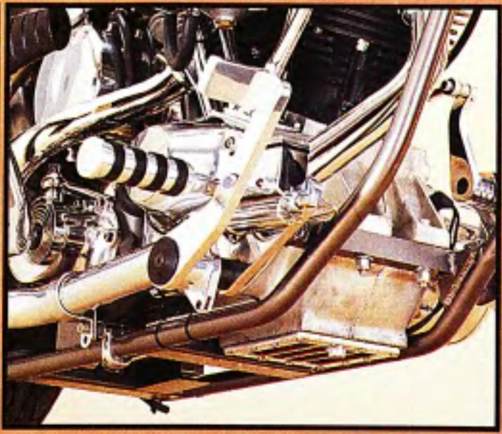
Photos by Mike

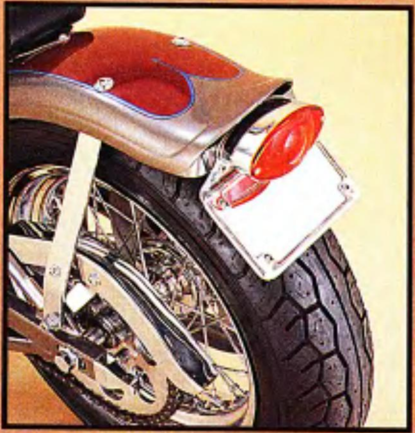




comes waltzin' into the bar? No doubt, a lot of tongues drop and eyes pop at the sight of the lanky lady. Hey, and Erin's no empty attic, either. She's currently goin' to college in Charlotte, paying her own way by waitressin' in a ritzy restaurant. Hell, she even prepped right for the academic life by reading *Easyriders* since she was 14. What a primer.

She gets off on hugging close to her ol' man on the back of his Sportster. Erin was as easy to mold as Silly Putty as she nestled next to George's bike. Her great, upbeat attitude made life a breeze for everyone involved. She even had to be forced to take some time off and relax. Erin admitted she had expected the worst (who wouldn't?), but in the end, she had a memorable time bein' slobbered over and shot at. — Double Drool





Name: Erin

Birth date: May 26, 1967

Frame:

Tits: 34″
Waist: 24″
Hips: 35″
Height: 5′8½″
Weight: 125 pounds
Age: 20

General:

Hometown: Summerville, South Carolina
Residence: Folly Beach, South Carolina
Ol' man: Andy
Favorite hangout: The Sand Dollar
Occupation: waitress, college student

Attitude:

Sex: terrific
Rock-'n'-roll: Greg Allman
Turn-offs: short hair
Turn-ons: long hair
Life: "Stay in it as long as I can."

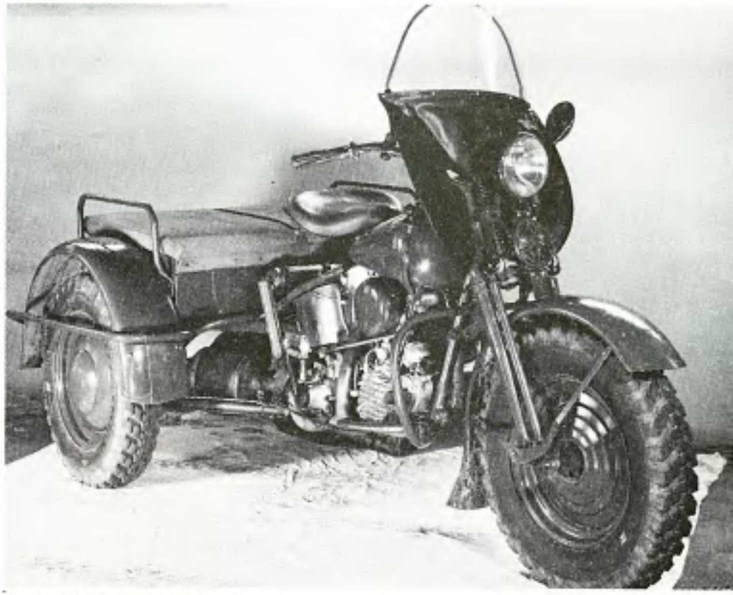
Specifics:

Favorite position: standin' up
Favorite man: my ol' man
Favorite tune: "I'm No Angel," Greg Allman
Favorite activity: riding Harleys, nude sunbathing
Favorite phallic symbols: beer tapper
Romantic evening: "The beach at night, booze, boy, and blanket."
Fantasy: "Molest Andy with another woman."
Favorite run: South Carolina ABATE Christmas Toy Run '87
Favorite bike: "Anything that sounds like thunder — shovels, pans . . ."

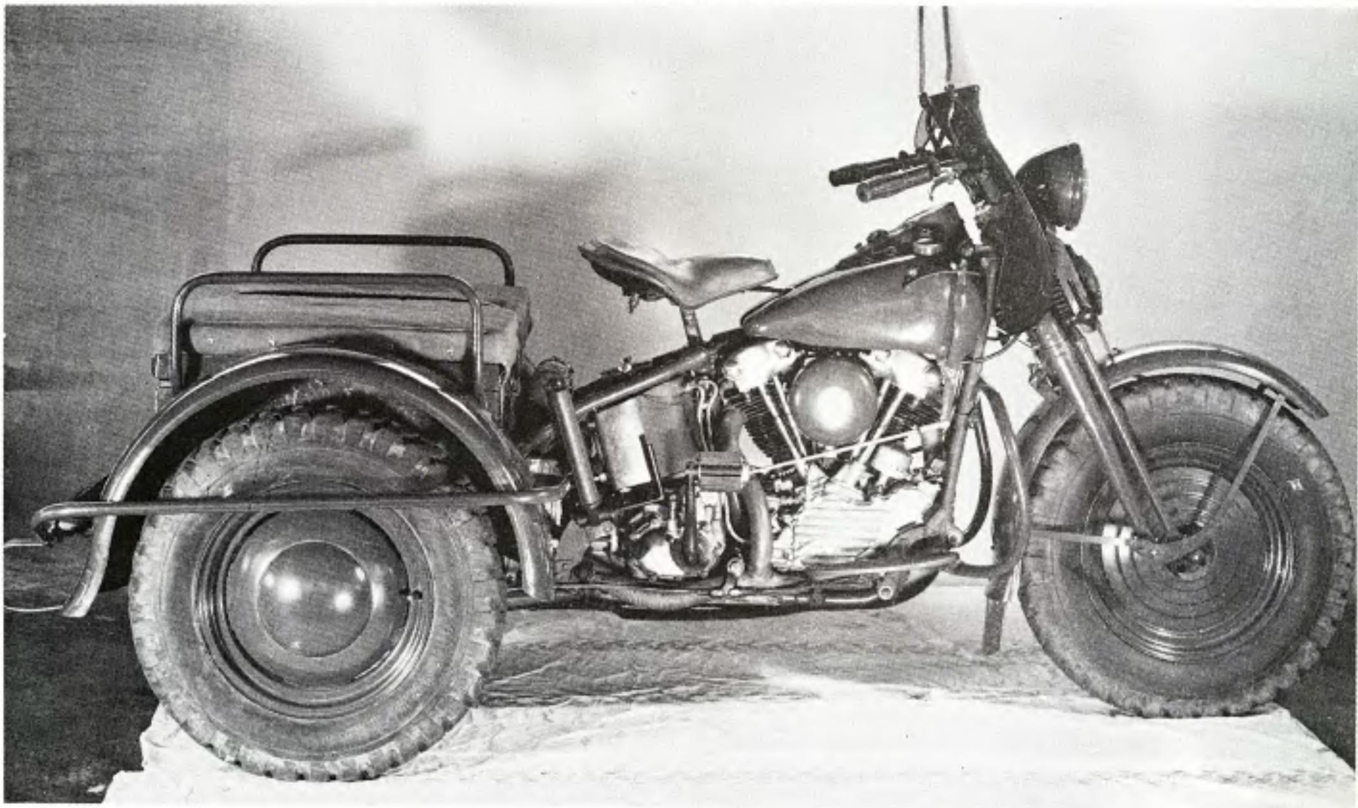
Owner: George Ferguson	**City:** Denver, Colorado	
General	**Frame**	
Fabrication by: George's Custom Cycles	Year: 1988	
Year and make: 1988 H-D	Builder: Greg Johnson	
Model: hot rod	Type: rigid	
Value: $9,000	Rake: none	
Assembly by: George's Custom Cycles	Stretch: none	
Time: one year	Other alterations: heavily modified	
Chroming by: Classic Chrome	**Accessories**	
Engine	Bars: drag	
Year: 1988	Risers: 4-inch	
Model: shovelhead	Fender(s): George's Custom	
Rebuilder: George's Custom	Headlight: stock '72	
Ignition: points	Taillight: beehive	
Displacement: 115 cubic inches	Speedo: tachometer	
Lower end: S&S 5-inch wheels	Front pegs: Jay Brake	
Balancing: George's Custom	Rear pegs: none	
Pistons: Venolia 3-13/16	Electrics: tiny 12-volt	
Cases: Delkron	Gas tank: Sportster	
Heads: dual-plug, ported & polished	Oil tank: modified by Joe	
Cam: Andrews Z grind	Oil system: dry sump	
Lifters: S&S	Primary cover: handmade	
Carb(s): S&S 2¼	Seat: built by James	
Air cleaner: S&S	Sissybar: none	
Pipes: 34-inch drags	Height: n/a	
Muffler(s): ya kiddin'?	Material: n/a	
Transmission	**Forks**	
Modifications: recut shifting ramps	Type: 1972 Super Glide	
Year: 1988	Extension: 1½ inches	
Shifting: foot	Builder: H-D, George's Custom	
Engine sprocket: Super Max belt	Special features: rebuilt	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Denny Edwards	Hub: H-D	Hub: H-D
Painter: Denny Edwards	Rim width: 2.5 inches	Rim width: 4 inches
Color: charcoal silver, blood red	Tire: Continental	Tire: Continental
Type: Deltron	Brake: drum	Brake: JFZ
Special paint: pinstriping by Denny Edwards		
Other special modifications: frame strutted and gusseted; Barnett clutches, Sportster rods, geared for Rs, slick-shift trans, Trock cylinders. Thanks to the men who work with me every day: Greg, Joe, and Denny.		

3 by 2 Motor Tricycle

A legend surfaces.



Photos by Chris Haynes

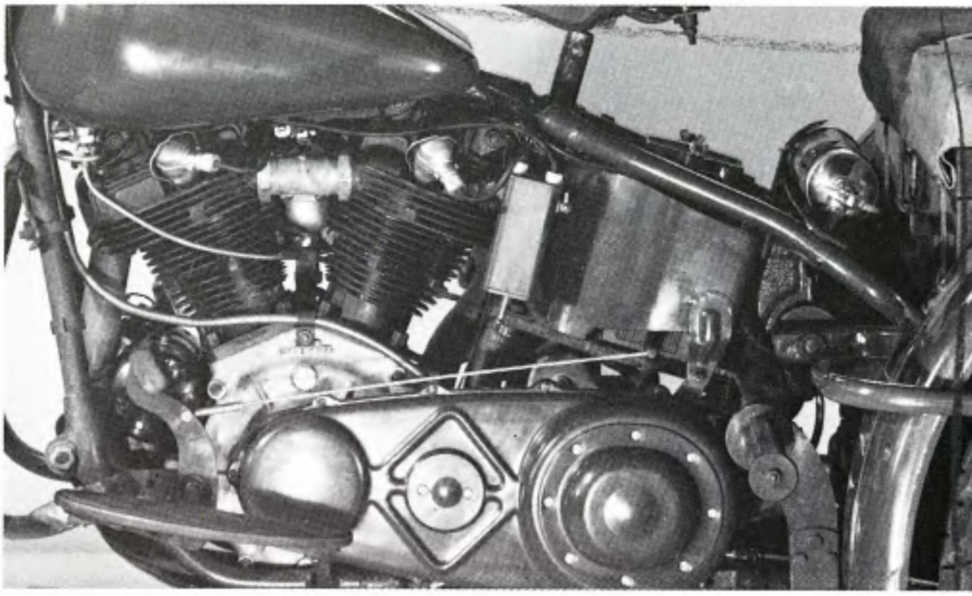


Remember the dude in Sturgis who had the stock panhead trike in our April issue? If ya don't, go back and look it up! There'll be a pop quiz later.

At that time we confessed to a considerable case of ignorance on the subject of factory 74 trikes and asked if anyone was aware of such a beast. **Soon after the April Fools' issue hit the stands, one of the local long-time knucklehead enthusiasts rose to the occasion.**

Chris Haynes took a couple of hours out of a very rideable day and putted 80 or 90 miles across the most dangerous acreage aside from the Persian Gulf to learn us somethin' about the rumored Big Twin trike. Then, after loaning us the one-of-a-kind shots you see here, he went on to spend a couple of days researching this unique T-A (Trike Army). He discovered a WW II fanatic who provided a seemingly endless supply of info on military whatever, including prototype vehicles.

Before World War II, the cavalry was in dire need of nimble vehicles capable of transporting three or more riflemen simultaneously. Shortly before Germany began dancing its "European Stomp," Delco, a subsidiary of General Motors, created a three-wheeler. Then Germany invaded Poland, and when the Army ordered more trikes, GM confessed that although the chassis and drive train were solid American-built, the engine had been imported from the Bavarian Motor Works. Supplies became as difficult for the Army to



obtain as swastikas.

Consequently, the government asked H-D to take a shot at a 3-by-2 motorcycle. The 3-by-2 designation stood for three wheels driven by two wheels and capable of handling three marksmen. These shots are of the original 1940 prototype, built with a 68-cubic-inch knucklehead mill (61-cubic-inch lower end with 74 heads and barrels). It was widely accepted during testing, even against the Jeep of the day, built by Bantam.

Impressed, the Army ordered 16 to be delivered in 1941, but by 1942 it had begun testing the highly successful Willys Jeep, which seemed indestructible, able to go anywhere, and capable of towing a trailer — so no more T-As were ordered. But the government used those first 16 until they were retired in 1957.

And so the story goes. So far there is no official report as to whether panhead Big Twin trikes were ever manufactured — the one pictured in the April issue may have been a T-A with a panhead top end. Only The Shadow knows. — Wilburn Roach

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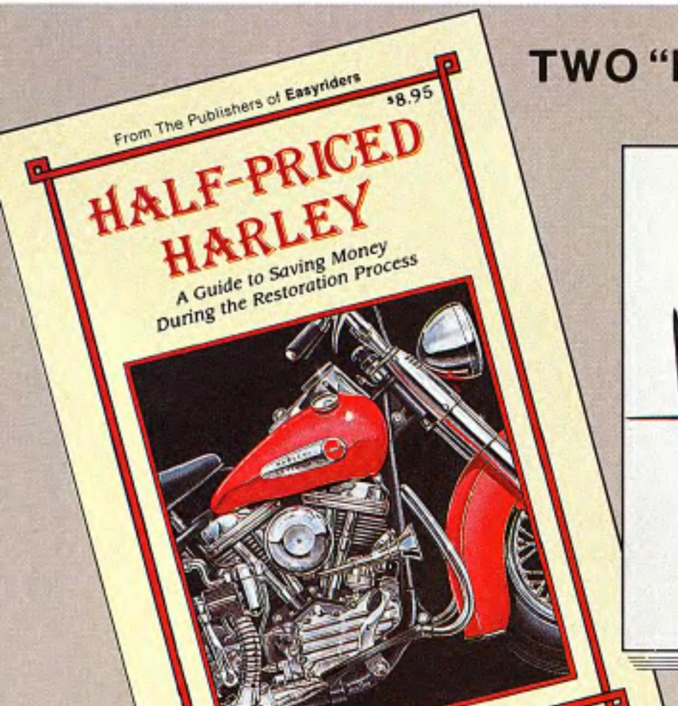

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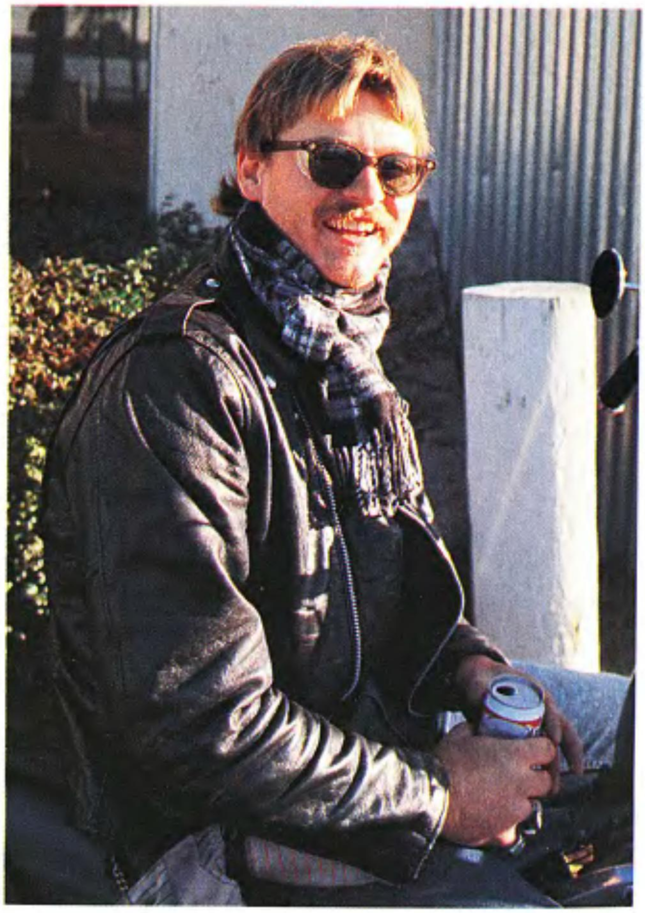
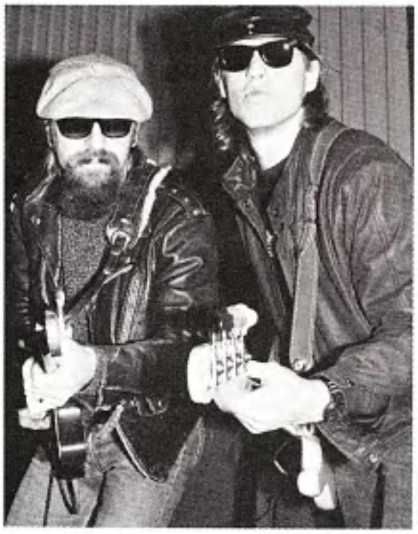


RIP'S RUN

Photo by Rip

MARDI GRAS by Rip

Bonjour. I closed my column last month by saying that I would be leaving Texas and heading east. Baby (my FLH Sport) and I had been visiting Zeke and Liza on the north side of Houston. But before saying *au revoir,* I hung around to catch a motorcycle dealers' show and the Dummy Dave & Company Swap Meet.



Bert Wills and Cryin' Shame entertaining at Dummy Dave's & Co. Swap Meet in Houston, Texas.

The trade show wasn't of much interest. It was 99 percent plastic Jap crap, sans any new H-Ds. The only thing worth seeing, as far as I'm concerned, was the antique iron display from Competition Motorcycles. Jeff Cramer and John Madison rode up from Corpus Christi in a cold rainstorm. They rode up at night, and I'm sure it wasn't much fun, but C.C. riders are tough and can take it.

Dummy Dave's swap meet saved the weekend. Although the weather was on the brisk side, many people rode their Harleys to the swap meet. The six-piece ensemble of Bert Wills and Cryin' Shame handled the rhythm and blues. They were copacetic, playing a variety of good ol' tunes. They had the place jumping. The titty contest was also tops — tits are tops, toots. The humongously endowed winner walked off with about 150 smackers, donated by the crowd of lookie-loos. I say "about" because my badly damaged brain cells barely seem to recall that amount. It was bonaroo. That evening I enjoyed the company of the Bandidos MC at Mom's Tel-Ton,

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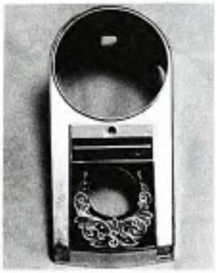

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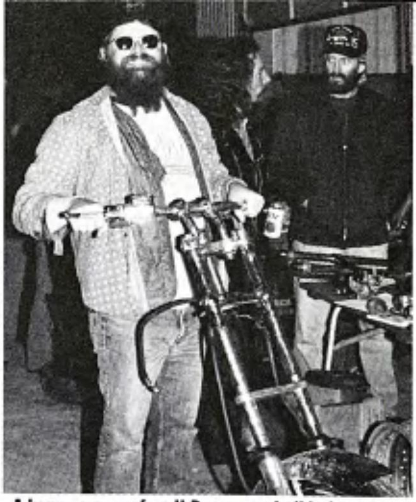
Niles Caldwell on duty at Dummy Dave's & Co. Swap Meet in Houston, Texas.



A happy owner of an H-D narrowed glide front end, Dummy Dave's & Co. Swap Meet.

a tavern on Palm Springs near Highway 3, the old Galveston Trail. The roast pig and fixings were deluxe, thanks. While I'm on the subject of food, I did try Mr. Fajita on Veterans Memorial in Houston and found it *muy bueno*. Pappasito's Cantina was *fabuloso*, though. It is always crowded and you may pay a bit more, but as I tell the import riders, you get what you pay for. Pappasito's has three locations in and around Houston.

Snapper and Carol from Crosby, Texas, wrote to "Rip's Run" last August, inviting me to go to Tugboat Annie's in Highlands, Texas, 15 miles east of Houston. That's where I met Snow Bird, a patchholder of the Brotherhood of Bengals MC. He's next to Tammy on page 84. Tammy is a dancer at Babe's on Hillcroft in Houston.

The weather had improved greatly as Baby and I left Houston town, heading east on Highway 10 toward Lafayette and Baton Rouge. Stopping in Red Stick (Baton Rouge), I hooked up with Oil and Boar. We made plans to meet in New Orleans for Mardi Gras. Originally I was gonna party with Norby Dee, a Sons of Silence member I had met on my way home for Christmas in '86. Norby is no longer with us, having had the *coup de grace* put to him by five topless dancers with large knives. We pardooed for Norby and also for Uncle Earl, Diablos MC, Connecticut, another old-time bro whom I'm gonna miss tons. I hate to be the bearer of these sad tidings, but it happens.

In mid-December 1986, at the Texan Lounge in San Antone, I met Tramp Bob from New Orleans. He invited me to Peyton's world-famous Lost and Found Lounge in Metairie (pronounced Met-ah-ree). Louisiana has a strong French influence.

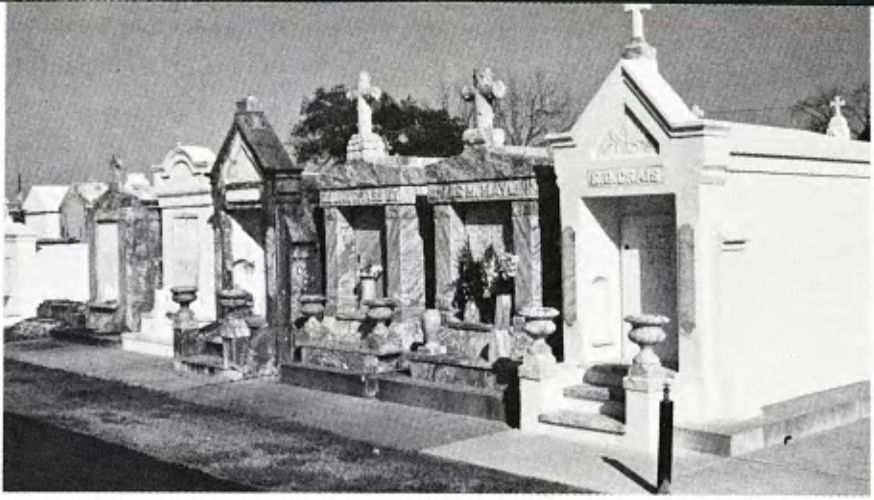
One evening while at the Lost and Found, I met Rick of the Banshees MC. We had talked on the phone but had never seen each other. I had met many of his brothers from Texas, though, and they had showed me a good time. The next evening at a partner's house, Rick fixed a couple pounds of shrimp. He mixed up a hot cayenne Cajun sauce, which he applied over the shrimps before baking them in the oven. We completely devoured our surf-and-turf dinner. It was *par excellence*.

New Orleans is the mother chapter for the Banshees MC. They always get together and party for Mardi Gras. Mardi Gras means "Fat Tuesday" in French. Anyway, getting back to the club. They were camped 30 or 40 miles east of New Orleans. I got to renew my friendship with many of the brothers, although by the time I got there, many of them had left for home. I did get to meet Moose and Centerfold, Black Hawks MC members from Leeville, Louisiana.

Later that weekend, Boar and Oil showed up in New Orleans. We did Bourbon Street in the French Quarter. The first place we hit was Pat O'Brien's for a Hurricane. It is legal to walk around in the Quarter with a drink in a paper cup. Saloons have sidewalk service. I saw strange people walking around. I thought the "shims" were odd. I'll explain later in this column what shims are.

O'Brien's was full of college-age males and females. Collegians crowded around Boar, wanting to have their pictures taken with him. He told them to fuck off. We split, looking for some elbow room and a chance to see the sights in the Quarter. Generally most Catholics entertain themselves before Lent. The devout give up something from Ash Wednesday till Easter — cigarettes, booze, or maybe a particular food, flesh, whatever.

Oil and Boar at the French Quarter in New Orleans. Boar is the larger man with the welding cap on his head.



At the cemetery in New Orleans.

Mardi Gras is a party by and for the people of New Orleans. They do have pretty women on the floats and in bands and marching clubs. Ooo-la-la — the pretty girls strutting their stuff.

Krewes throw bead necklaces and party favors to the folks along the parade route. They have masks on, and many dress like buccaneers of old, throwing doubloons — stamped-out aluminum discs about the size of a silver dollar — to the waiting hands of the citizens. The fun is aimed at kids. I was surprised when I was bending down to pick up a trinket and a big clodhopper stomped on it, holding it down for herself. This was a gray-haired granny. Like I said, it's for the kids. I came away with about five pounds of shit, and all my fingers.

The good brothers of the Jerusalem Temple Motorcycle Escort were a *tour de force* in many of the parades. These Shriners have helped and will continue to help crippled children from all parts of the world. The Jefferson Parish Sheriff's Posse was also in attendance, mostly on H-Ds. Their doubloons had a picture of Harry

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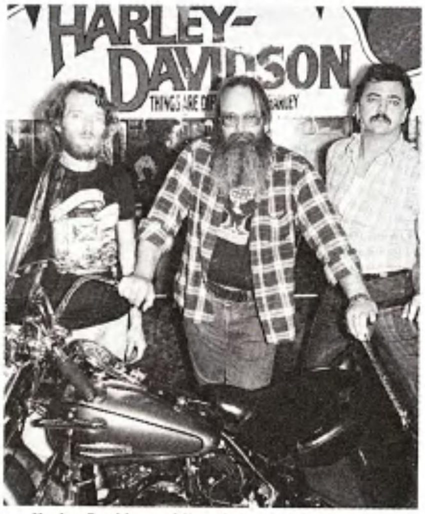
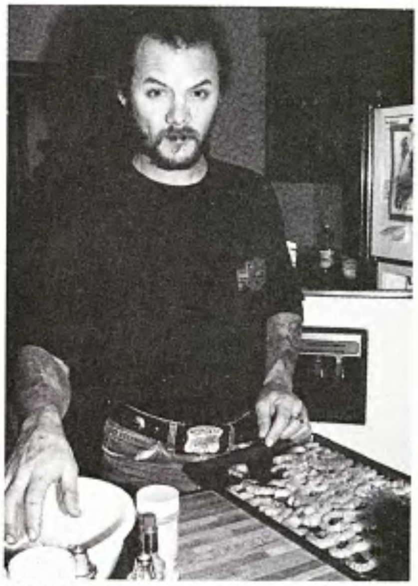


Harley-Davidson of New Orleans, left to right: Emmitt Ervin, mechanic; Bill Decker, parts manager; and Carl Thompson, owner.



Banshees MC's Rick in the kitchen, cooking shrimp.

The winner of the titty contest at Dummy Dave's & Co. Swap Meet in Houston.

At Professor's Cycle Products, left to right: Professor, Amund, Roy, and Michele.

Lee, the High Sheriff, stamped on one side. Wouldn't it be bonaroo if I could use them as a "Get out of jail free" card? Naw, you know that's not going to happen.

While in Louisiana, I did get a chance to drop by Harley-Davidson of New Orleans. They were in the process of changing ownership. I also went by Professor's Cycle Products. The good professor had a party going on all through Fat

Photos by Rip

ABATE of Louisiana at a state officers' meeting.

Tuesday. I ate a double-big bowl of red beans and rice. The jambalaya was excellent, too.

The definition of a "shim," according to my bro, Thick Tiny from Berdoo: "It ain't a she and it ain't a him, so it must be a shim." Imagine the look on one of those college kids when, after French-kissing what he thought was a hot female, only to reach down between her legs and find a cock and balls. Yeah, I'd call it a major *faux pas.*

Say, how about a little correspondence? I need to know what you folks got going out there. Tell me about the saloons, bike shops, places to eat, and generally anything of interest.

Bon voyage and *grand merci* from the raconteur. I'll try to show some *savoir faire* when I'm in your area. Write to: "Rip's Run," Box 3000, Agoura Hills, CA 91301. ■

LOW-FLYIN' CRAFT

This zero-altitude barnstormer suits Sammy right down to the ground.

It musta been seven or eight years ago that we ran across Sammy Roth, the wiry, black-pelted Canadian bro ya see here. He'd just started a tool-twirlin' gig at Micah McCloskey's shop in the Valley when the tranny on Loudmouth's rat took a swift shit, an' Micah had it figgered he'd give the rebuild job to the new dude from Montreal to see just how good he really was.

Sammy took one look at the crud-crusted gearbox an' said, "No problem; I'll take care of it," an' before nightfall, he had that tranny purrin' an' shiftin' gears as smoothly as a backwoods Georgia politician campaignin' against his brother-in-law. Let's just say the man knows his shit.

Since then, the transplanted Canuck has set up his own shop, a move that gives him a helluva lot more free time to spend on his two unflaggin' passions in life: ridin' his Hogs and cleavin' the wild blue yonder from

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Sammy's
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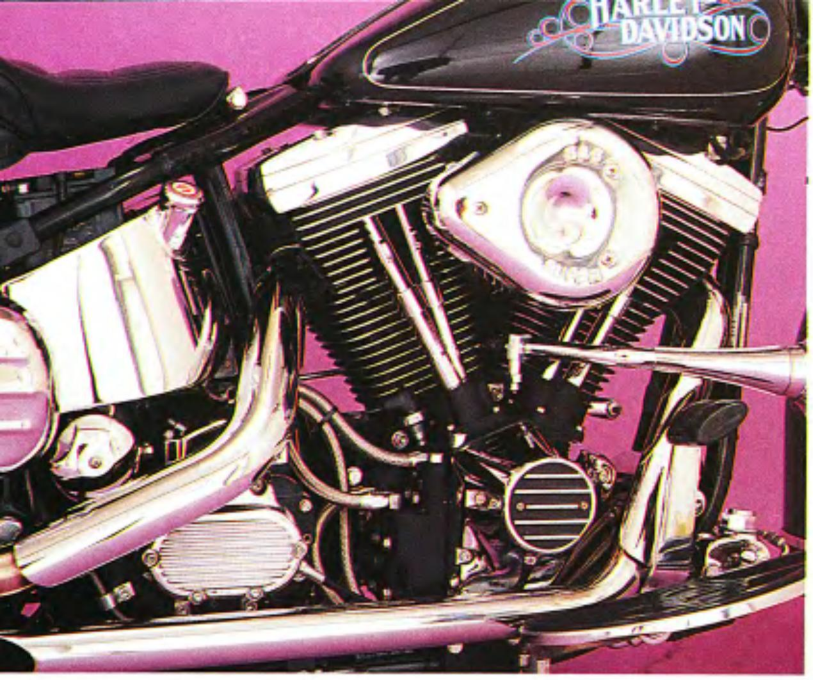

behind a pilot's instrument panel.

Or maybe I should say his *three* passions in life. Plumbin' the depths of womanhood might run a close third to roarin' an' soarin' for Sammy, judgin' by the number of tantalizin' tush-twitchers he's hauled down to the rag over the years — must be somethin' to do with what happens to the ladies when they hear him rollin' that Maurice Chevalier French shit off his tongue.

But the Canadian wrench- and wench-turner told me last week he's got a permanent squeeze now, so I promised I wouldn't mention the notches on his bed-posts — or the fact that he's recruited more members into the Mile-High Club than a batallion of X-rated stewardesses.

Naw, I'll just stick to the bike an' keep my nose clean instead. Sammy bought this '87 Evo right outta the crate, rode her to his garage, frowned, an' with only those 26 miles on the dash, he stripped her down to the metal and began to rebuild her into the low-slung hauler in front of ya.

Three months later, he punched the electric-start button on this tailored, 1340 cc behemoth and wicked her

Owner: Sammy Roth	**City:** North Hollywood, California	
General	**Frame**	
Fabrication by: owner	Year: 1987	
Year and make: 1987 H-D	Builder: H-D	
Model: very special	Type: Softail	
Value: ?	Rake: stock	
Assembly by: owner	Stretch: none	
Time: 3 months	Other alterations: lowered 2 inches	
Chroming by: AAA Metal Polishing	**Accessories**	
Engine	Bars: K&N	
Year: 1987	Risers: Gary Bang	
Model: Evolution	Fender(s): FLHT	
Rebuilder: fresh engine	Headlight: Heritage	
Ignition: electronic	Taillight: stock	
Displacement: 1340 cubic centimeters	Speedo: 120 mph	
Lower end: fresh	Front pegs: half-moon floorboards	
Balancing: stock	Rear pegs: Drag Specialties	
Pistons: a pair	Electrics: Sammy	
Cases: legal	Gas tank: 5.2-gallon	
Heads: stock	Oil tank: 3.5-quart	
Cam: stock	Oil system: steel braided lines	
Lifters: stock	Primary cover: early FLH	
Carb(s): Bendix	Seat: Bar Enterprises	
Air cleaner: S&S	Sissybar: nope	
Pipes: Paughco	Height: n/a	
Muffler(s): none	Material: n/a	
Transmission	**Forks**	
Modifications: none	Type: 1976 FLH	
Year: 1987	Extension: none	
Shifting: early shift linkage	Builder: owner	
Engine sprocket: stock	Special features: fit to 1987 triple trees	
Trans sprocket: belt	**Wheels**	
Wheel sprocket: drive	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: none	Hub: H-D	Hub: H-D
Painter: Lenny	Rim width: 3 inches	Rim width: 3 inches
Color: black	Tire: Dunlop K181	Tire: Dunlop K181
Type: lacquer	Brake: stainless	Brake: stainless
Special paint: pinstriping		
Other special modifications: thanks to Dana, Zeke, Vic, Andy, Guy, Dominique, Henry, and Cupcake		

Photos by Pete Chiodo

through a test run from North Hollywood to the South Dakota Black Hills Classic.

In case you're wonderin' how Sammy got the ass end of this Softy to squat so low to the gravel, what he did was completely redesign the shock, and the bitchin' setup he now provides for his customers can be jacked up, knocked down, or positioned anywhere in between — it's fully adjustable.

Kinda like the sweeties are, huh, Sammy?

— Rapper and Rags

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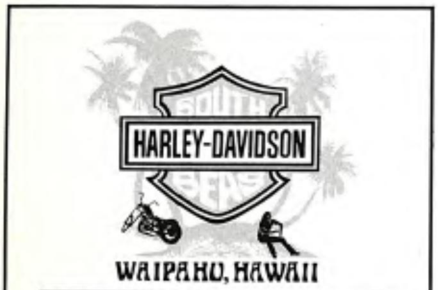

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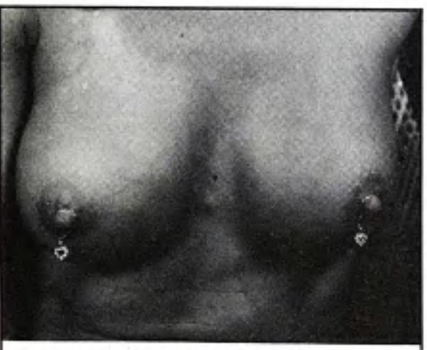
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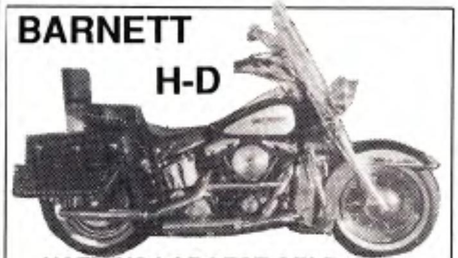
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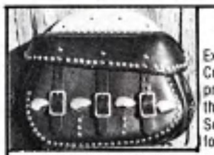

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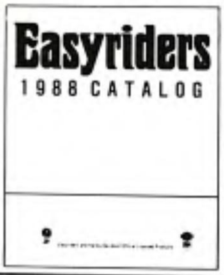

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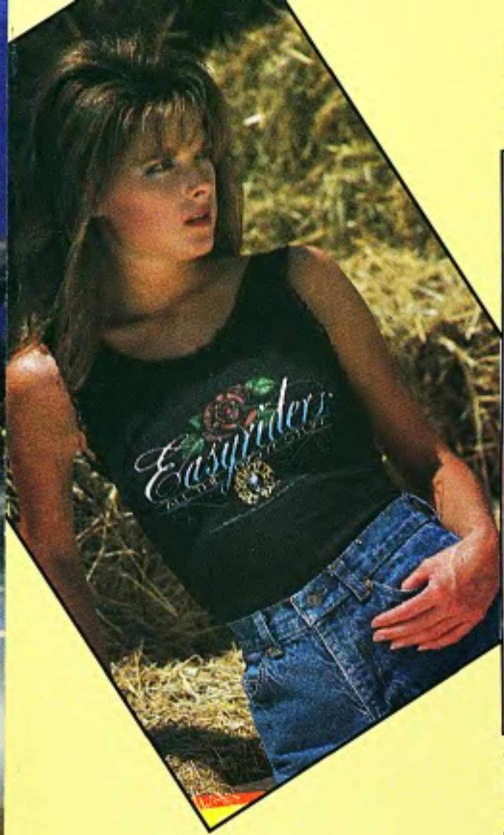

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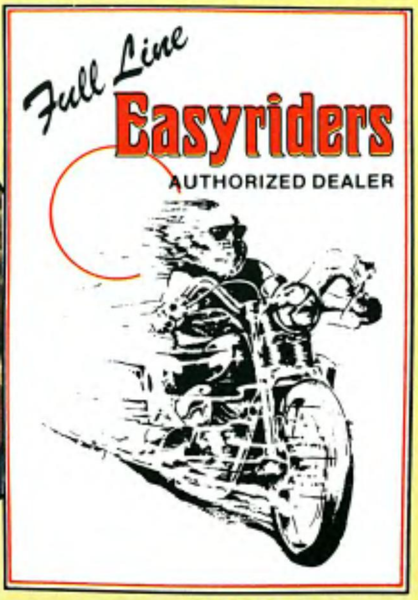

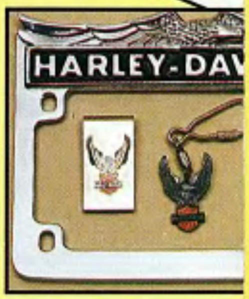

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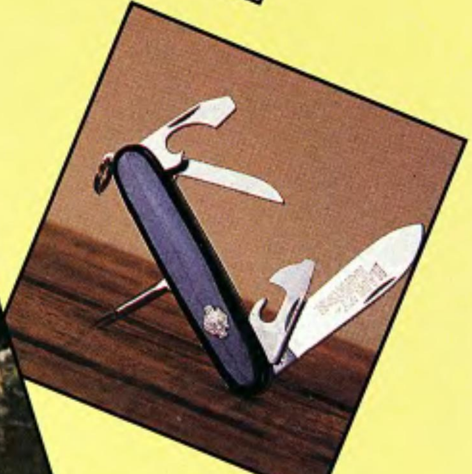

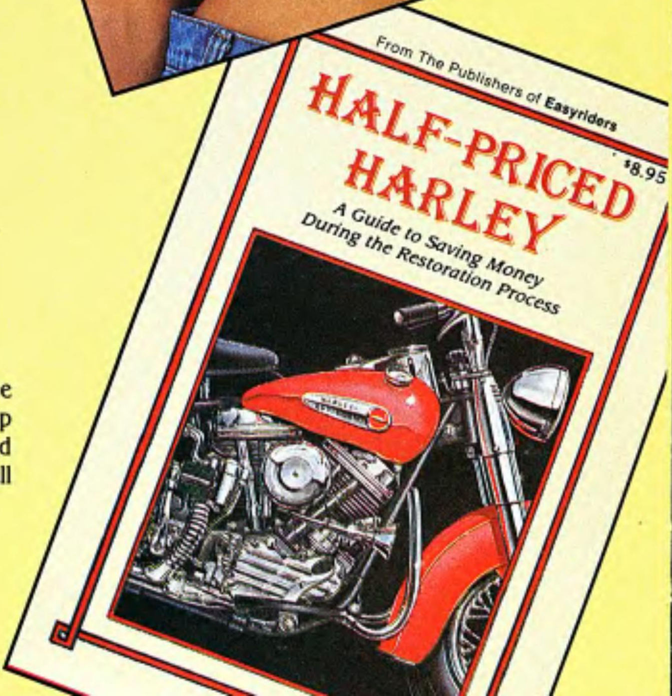

Call 24 hours day or night for the location of the nearest bike shop handling this fine merchandise and how to get a ***FREE*** catalog of all products.

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Easyriders*

RODEO FUN RUN!

NEW FOR '88 — side-by-side double-sled drags!

AUSTIN, TEXAS

MANOR DOWNS
I-35 to Hwy. 290 East

MEMORIAL DAY WEEKEND
May 28, 29, 30

$5,000.00† Purse
New events scheduled for '88 including 8 classes of double-sled drags

3 THAT'S T-H-R-E-E BIG DAYS OF FUN!

Rodeo • Trade Show • Ride-In Bike Show, $100 Purse • Live Music
Food and Beer on Sale • Camping (family area, too) • Trophy Girl Contest

ADMISSION

$10 Saturday, 3:00 p.m.-10:00 p.m.
Rodeo Eliminations - Trade Show - Bike Show
(No Camping)

$10 Sunday, 10:00 a.m.-6:00 p.m.
Rodeo Finals - Trade Show - Bike Show
(No Camping)

OR

$20 Sat.-Sun.-Mon.
Includes All + Camping,
Party & Trophy Girl Contest.
Kids under 12 FREE

Outdoor sellers' spaces available
NEW Merchandise ONLY

For more info, call Cathy Chaffin (818) 889-8740

Fourth Of July In
Northern California
Check this ad next
month for time
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Security by ABATE of Texas
ABATE proceeds go to the motorcycle operators training program.

AMA SANCTIONED

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ARROW

For 1988 illustrated rules and event description booklet, send $2.00 to *Easyriders* Rodeo, Box 1025, Agoura Hills, CA 91301

† GUARANTEED if all events are fully entered — If not, prize money will be adjusted in each event to match the entry fees.

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